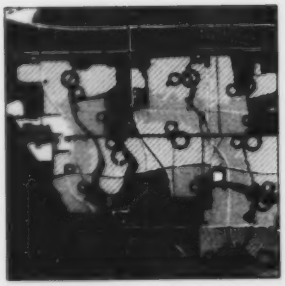
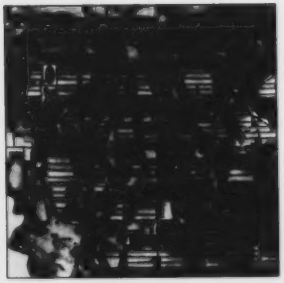
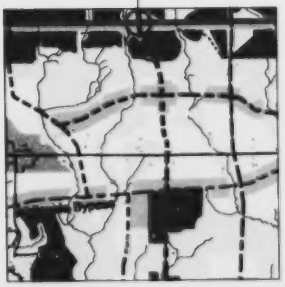
Ontario

Central Pickering Development Plan







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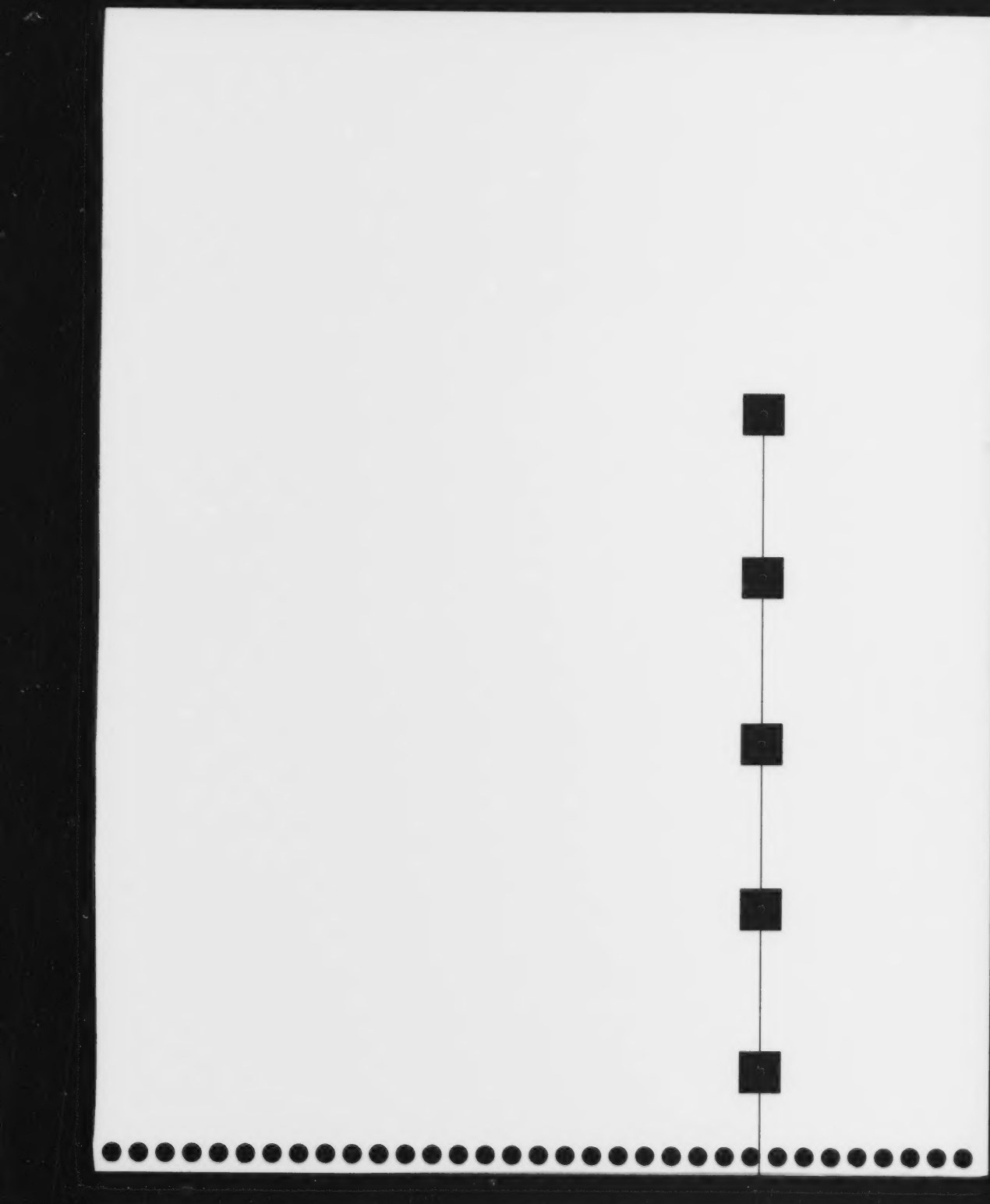

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Central Pickering Development Plan

MAY 2006

Summary

The Central Pickering Development Plan establishes a comprehensive new vision for Central Pickering: that of a sustainable urban community in Seaton integrated with a thriving agricultural community in the Duffins Rouge Agricultural Preserve and an extensive Natural Heritage System. The Plan has eight goals:

Natural Heritage

The protection, maintenance and enhancement of natural features, functions and systems intended to sustain a viable and permanent natural eco-system. The Natural Heritage System is a key element to be functionally integrated into the community and to provide opportunities for certain recreational and educational activities, while remaining cognizant of the proposed urban setting.

Cultural Heritage

The integration of cultural heritage into the new community fabric by drawing on the physical legacies of original aboriginal and European occupations.

Agriculture

Ensuring that the Pickering portion of the Duffins Rouge Agricultural Preserve is permanently protected for agricultural and conservation uses by fostering a healthy near-urban agricultural community that integrates appropriately with the surrounding rural and urban areas.

Social, Institutional, Open Space and Recreational Facilities

The provision of an appropriate distribution of facilities to serve residents, workers and visitors, linked by a network of parks and open spaces that complement the Natural Heritage System. This network of facilities is to be connected by trails, walkways and roads, and integrated with individual residential neighbourhoods, mixed-use corridors and employment areas.

Transportation and Transit

The provision of a transportation system that provides for choices in transportation mode, including ensuring that the community is designed in a manner that supports public transit.

Servicing

Ensuring that the network of utilities required to serve the new urban community minimizes impacts on the environment, maximizes efficiency and use of existing infrastructure, and minimizes lifecycle costs.

Employment

The provision of high-quality employment opportunities that reflect the needs of the community, with the identification of sufficient employment lands to generate approximately one job for every two residents.

Housing and Mixed-Use

The provision of a range of housing types and densities that meets the needs of a diverse population, complements surrounding communities, and accommodates an eventual population of up to 70,000 residents at a population density that is transit-supportive.

The Plan

The Central Pickering Development Plan comprises Parts 1 to 5 of the text, Schedules 1 to 5, which make up Part 6 of the Plan, Schedules 6 to 8, which make up Part 7, and Schedule 9, which is Part 8, as follows:

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1 Planning Context

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1.1

Definitions

Plan – The Central Pickering Development Plan.

Minister – The Minister of Municipal Affairs and Housing.

Ministry – Any ministry or secretariat of the Government of Ontario. It includes a board, commission, agency, authority or corporation of the Government of Ontario.

Goal – The ideal or end to which a planned course of action is directed. It is a value to be sought, rather than a set of attainable conditions.

Objective – The end, action or situation to be reached. It is capable of attainment or measurement.

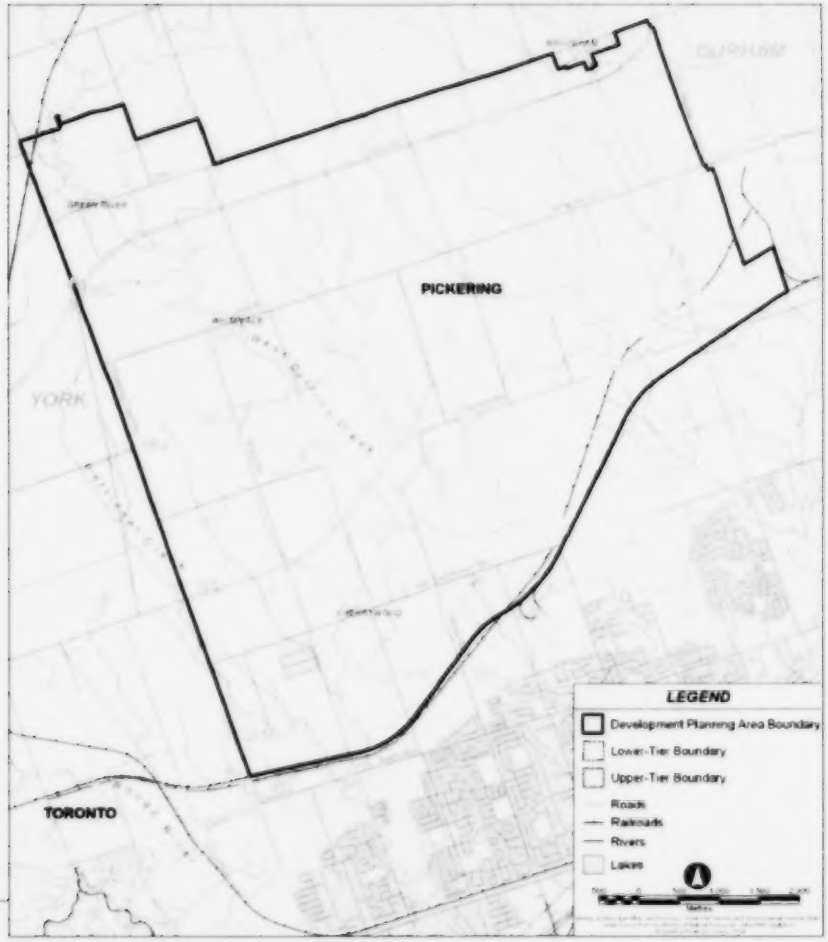
1.2

Authority

The Central Pickering Development Plan is prepared under the provisions of the *Ontario Planning and Development Act, 1994*.

The Plan affects an area of land described in the Development Planning Area Order made under section 2(1) of the *Ontario Planning and Development Act, 1994* dated March 25, 2004 and shown opposite. Generally the Development Planning Area is bounded by the CPR Belleville Line in the south, Sideline 16/Pickering-Ajax boundary in the east, Highway 7 in the north and the York-Durham Town Line in the west. The Development Planning Area is located entirely within the City of Pickering and the Regional Municipality of Durham.

Schedule 1: Central Pickering Development Planning Area


PICKERING
YORK
DURHAM
TORONTO
LEGEND
Development Planning Area Boundary
Lower-Tier Boundary
Upper-Tier Boundary
Roads
Railroads
Rivers
Lakes

1.3

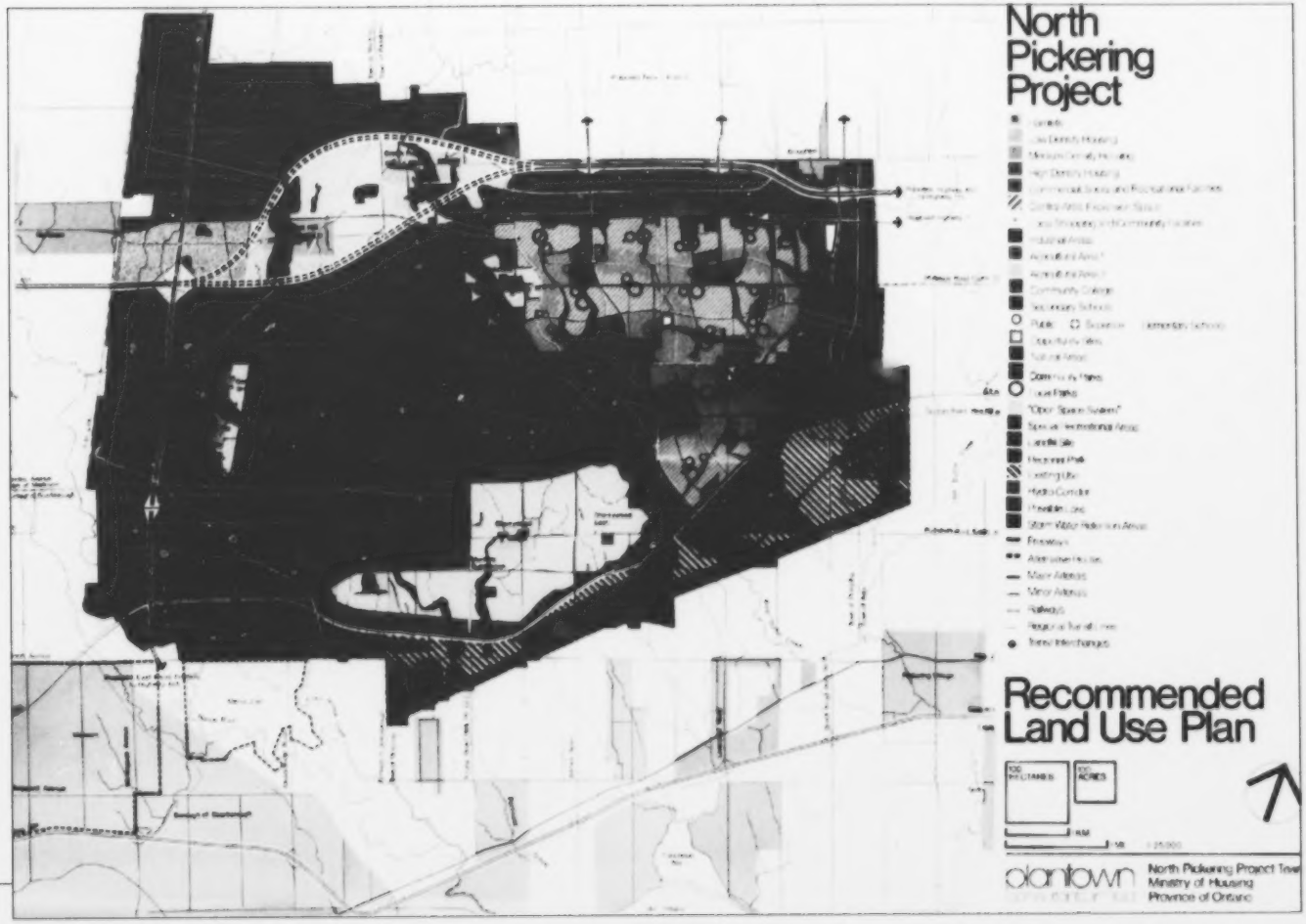
History and Context

In March 1972, the Province announced its intention to acquire the Development Planning Area, along with adjacent lands located in the former City of Scarborough and the Town of Markham. The intent was to develop a community of 150,000 to 200,000 persons in conjunction with a new federal airport, which was to be located immediately north of the provincially owned lands.

The Toronto-Centred Region Plan, released in 1970, established the original rationale for the North Pickering Project, as it came to be known. The Plan identified two new communities – Brock and Cedarwood – to be developed north of the then existing Town of Pickering. With the Federal Government's decision to proceed with a new airport, these two sites were combined with adjacent Parkway Belt East lands to create the original North Pickering Planning Area, comprising 10,080 hectares.

Following a two-year planning process, the Province released the "North Pickering Project - Recommended Plan" in August 1975. This Plan had three components: an urban community for 75,000 persons located on 2,720 hectares east of the West Duffins Creek; an agricultural community comprising 4,160 hectares located west of the West Duffins Creek; and, an open space system located along the southern and western edges of the site, comprising some 3,200 hectares. This Plan is shown opposite.

North Pickering Project — Recommended Plan — August 1975


North
Pickering
Project
Recommended
Land Use Plan
North Pickering Project Town
Ministry of Housing
Province of Ontario

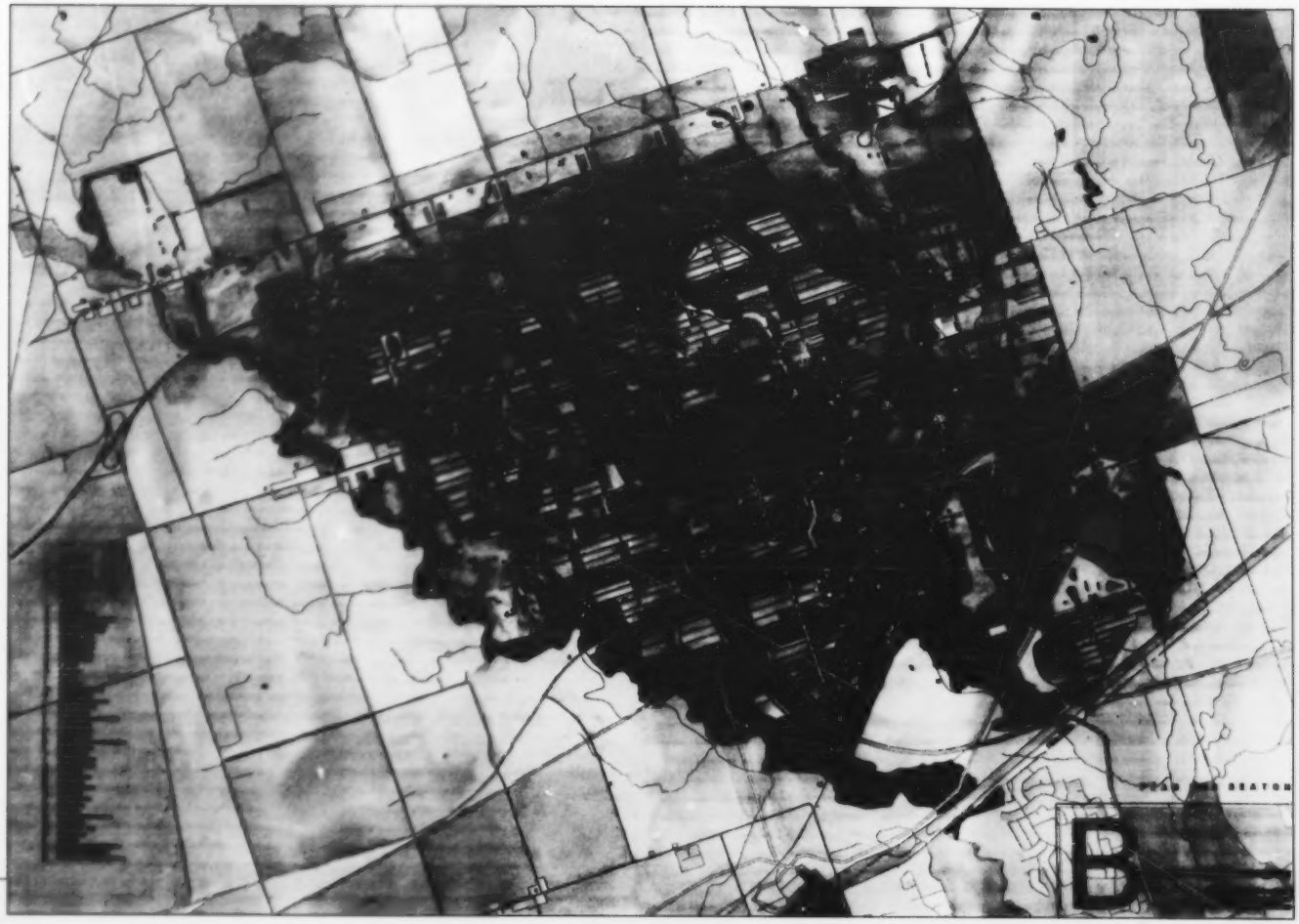
Shortly after the release of the Recommended Plan, the Province created the North Pickering Development Corporation, which was charged with its implementation. However, as a result of considerable public opposition to the new airport and a decline in projected population growth rates, the Federal Government and the Province placed both projects on hold, and focused their attention on the management of the almost 17,000 hectares of lands they had acquired.

Responsibility for property management of the provincially owned lands eventually passed to the Ontario Realty Corporation. During the early 1990s, a portion of the original open space system in the Town of Markham was sold to private developers, who created the new community of Cornell. A second portion was added to the Rouge Park.

In 1995, the Province initiated a second comprehensive look at the Seaton portion of the North Pickering Planning Area through the Seaton Planning and Design Exercise. This exercise reaffirmed the retention of the lands west of the West Duffins Creek in long-term agricultural land-use. It was carried out in close consultation with both the Town of Pickering and the Regional Municipality of Durham, and culminated with an international design competition for the new urban community. The winning entry is shown opposite.

Commencing in 1999, the Ontario Realty Corporation sold the agricultural lands located west of the West Duffins Creek and within the Town of Pickering to the original landowners or tenant farmers. The sale was based on a Memorandum of Understanding signed by three levels of government—the Province, the Regional Municipality of Durham and the Town of Pickering—that committed all parties to ensuring that the lands remained in agricultural use in perpetuity. The Memorandum of Understanding was supported by conservation and agricultural easements being placed on the lands.

Seaton Planning and Design Exercise — Winning Entry — 1995


B

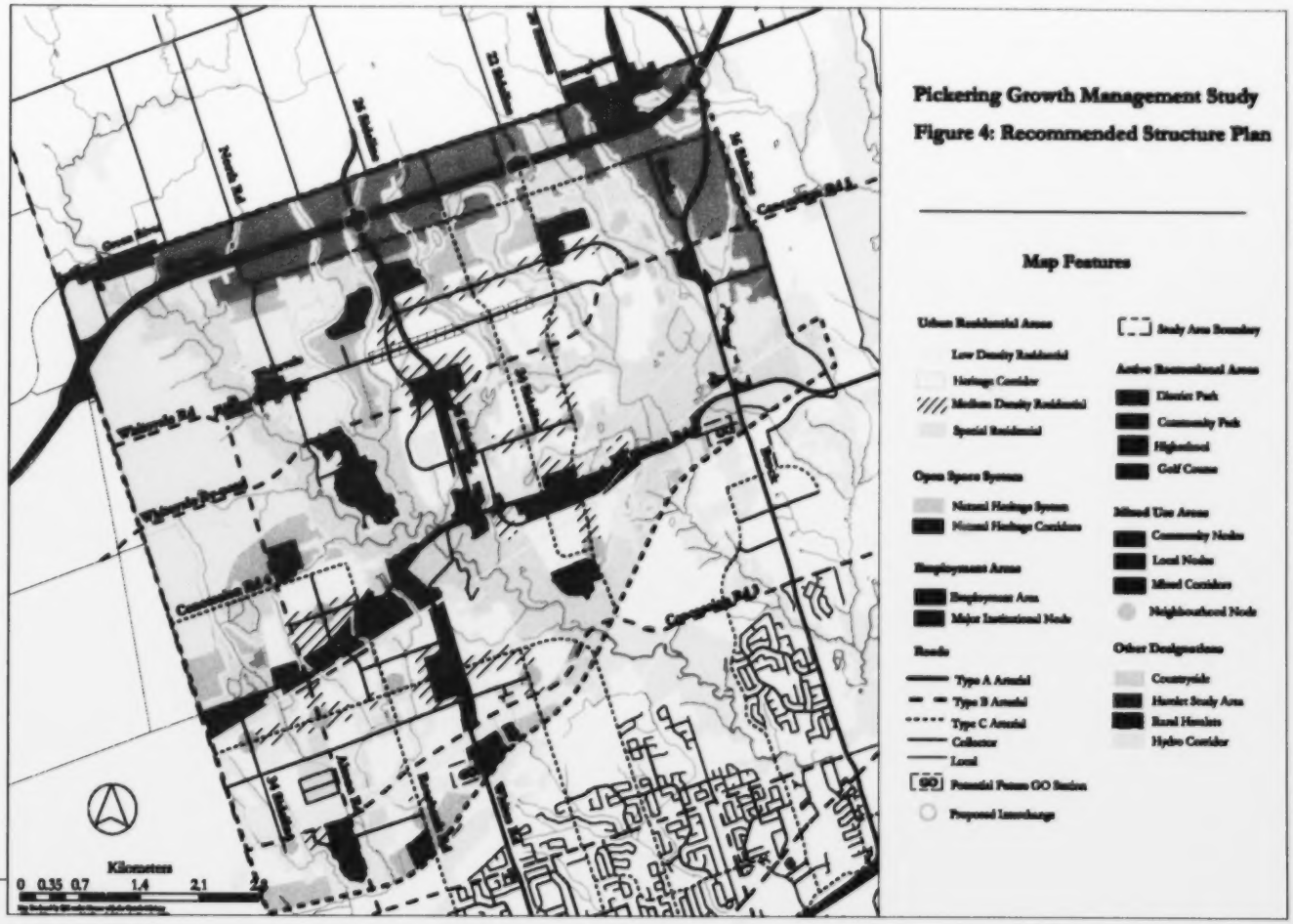
The City of Pickering initiated a Growth Management Study of the Development Planning Area in February 2002 in consideration of further urban growth in Central Pickering. In February 2004, the City released the Recommended Structure Plan that is shown opposite.

On April 17, 2003, the Minister of Municipal Affairs and Housing signed an order under the *Ontario Planning and Development Act, 1994* establishing a Development Planning Area covering the Pickering portion of the Duffins Rouge Agricultural Preserve and the Seaton lands. He also put in place a Minister's Zoning Order pursuant to Section 47 of the *Planning Act* covering the Duffins Rouge Agricultural Preserve in Pickering. These areas are referred to as the Central Pickering lands in the context of this Plan. The boundaries of the Development Planning Area were subsequently amended on March 25, 2004 to exclude the area known as Duffins Heights, for which a secondary plan had already been prepared and approved. The final boundaries are shown in Schedule 1.

In recent months, the Province has undertaken two significant regional planning initiatives with relevance for this Plan:

1. The *Greenbelt Act, 2005* authorized the Lieutenant Governor in Council to establish a Greenbelt Plan. This Plan was approved as Order-In-Council 208/2005 on February 28, 2005 and applies to the portion of the Development Planning Area known as the Duffins Rouge Agricultural Preserve. Under the *Greenbelt Act, 2005* an *Ontario Planning and Development Act, 1994* development plan can establish policies that supersede the Greenbelt Plan; and,
2. The *Places to Grow Act, 2005* provides a legal framework for growth planning in Ontario. The Act allows the Province to designate any area as a growth area and develop a Growth Plan for that area. A Growth Plan would integrate and build on other key provincial initiatives including the Greenbelt Plan, the Niagara Escarpment Plan, the Provincial Policy Statement, 2005, *Planning Act* reform, infrastructure planning, and source water protection planning. The Central Pickering Development Plan will implement the basic principles of the proposed Growth Plan for the Greater Golden Horseshoe.

Pickering Growth Management Study — Recommended Structure Plan — February 2004


Pickering Growth Management Study
Figure 4: Recommended Structure Plan
Map Features
Urban Residential Areas
Low Density Residential
Heritage Corridor
Medium Density Residential
Special Residential
Open Space System
Natural Heritage System
Natural Heritage Corridors
Employment Areas
Employment Area
Major Institutional Node
Roads
Type A Arterial
Type B Arterial
Type C Arterial
Collector
Local
Potential Future GO Station
Proposed Interchange
Study Area Boundary
Active Recreational Areas
District Park
Community Park
Highschool
Golf Course
Mixed Use Areas
Community Nodes
Local Nodes
Mixed Corridors
Neighbourhood Node
Other Designations
Countryside
Hamlet Study Area
Rural Hamlets
Hydro Corridor
Kilometers
0 0.35 0.7 1.4 2.1 2.8

Pickering Growth Management Study
Figure 4: Recommended Structure Plan
Map Features
Urban Residential Areas
Low Density Residential
Heritage Corridor
Medium Density Residential
Special Residential
Open Space System
Natural Heritage System
Natural Heritage Corridors
Employment Areas
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GO Potential Future GO Station
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Community Nodes
Local Nodes
Mixed Corridors
Neighbourhood Node
Other Designations
Countryside
Hamlet Study Area
Rural Hamlets
Hydro Corridor
Kilometers
0 0.35 0.7 1.4 2.1 2.8
North Rd
Green River
Hwy 407
Whitevale
Whitevale Rd
Whitevale Rd S
Concession Rd 4
Concession Rd 3
Concession Rd 2
Brock
Brock Rd
Altona Rd
Sideline 22
Sideline 24
Sideline 26
Sideline 34

2

Goals

The goals expressed by the Central Pickering Development Plan describe the ideal or end to which a planned course of action is directed. They are values to be sought, rather than a set of attainable conditions.

This Plan establishes a comprehensive new vision for Central Pickering: that of a sustainable urban community in Seaton integrated with a thriving agricultural community in the Duffins Rouge Agricultural Preserve and an extensive Natural Heritage System.

The structural elements of the Plan are shown in four of the Schedules included in Part 6: land-use (Schedule 2), the Natural Heritage System (Schedule 3), the transportation network (Schedule 4), and the servicing system (Schedule 5).

The Plan creates fifteen compact urban neighbourhoods that provide a range of residential, mixed-use and employment uses for eventual residents and that open on to forests, fields and streams. Each neighbourhood combines the tight, flexible grid pattern of the nineteenth century, with the strong relationship to nature that has been the aspiration of the best planning traditions of the twentieth century. The pattern of settlement allows for urbanity in a natural setting.

The notion of sustainability is integral to every dimension of the Plan, which in turn places an increased emphasis on environmental stewardship during implementation.

A central component of this Plan is a commitment to permanently protecting prime agricultural land and promoting agricultural land-uses and viable settlement communities in the Duffins Rouge Agricultural Preserve. This Plan positions the agricultural community to take advantage of the expanding market represented by the new urban community and a growing demand for specialty farm products, and promotes environmental stewardship.

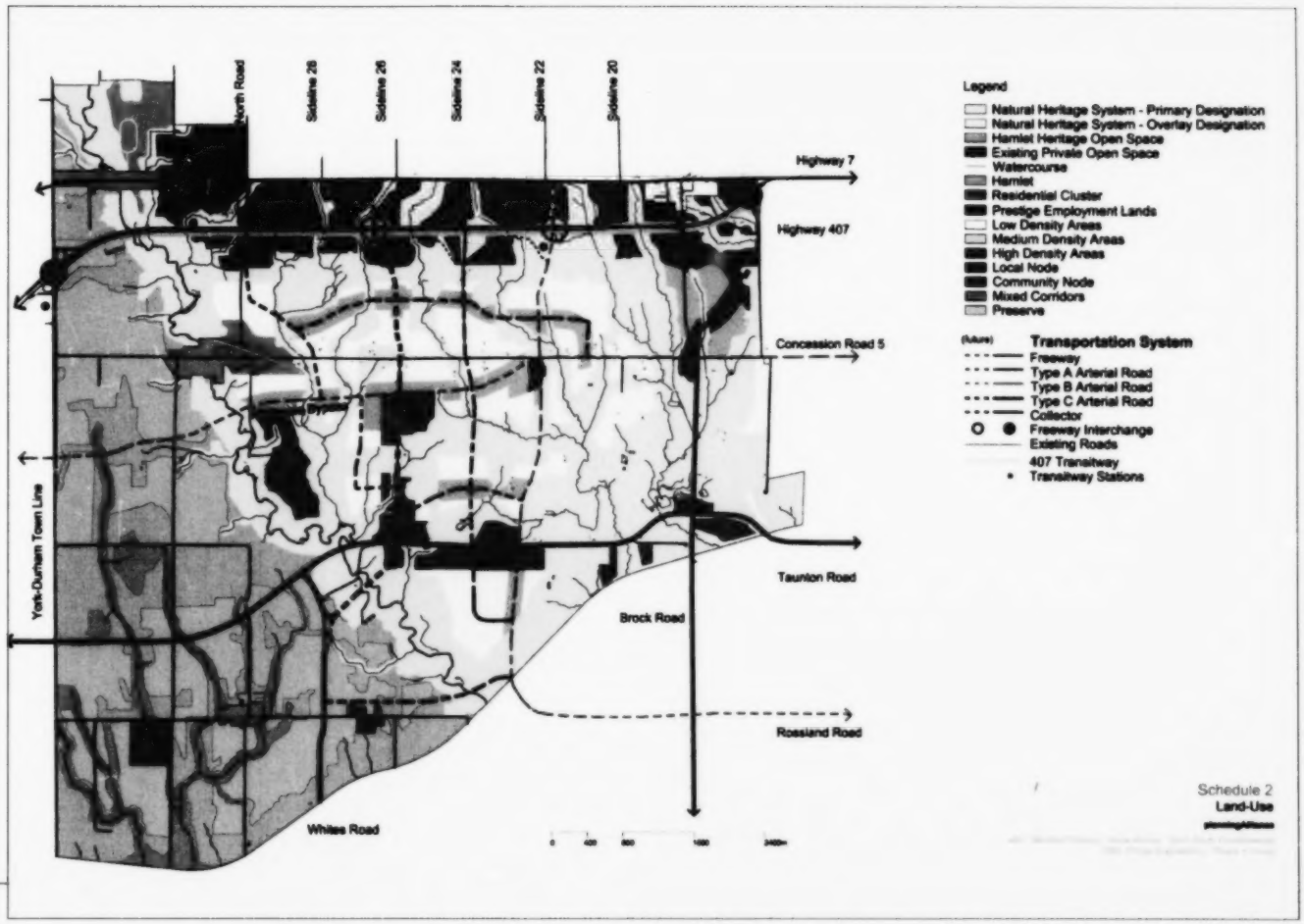
The urban and agricultural communities are integrated into a system of protected valley, farm and table lands. This system of protected areas includes significant natural features, such as wetlands, woodlands, and the Iroquois Shoreline, and conserves local wildlife habitat while preserving a regional ecological landscape. The preservation of the heavily forested West Duffins Creek valley will retain an important linkage between the Oak Ridges Moraine and Lake Ontario. Conservation of an extensive Natural Heritage System is the foundation for building a sustainable community in Central Pickering.

The notion of sustainability is integral to every dimension of the Plan, which in turn places an increased emphasis on environmental stewardship during implementation. The Plan anticipates that this emphasis will lead to the greater involvement of local residents, agencies and interest groups in the operation and management of the resulting urban and agricultural communities, as well as the Natural Heritage System. Such involvement may take many forms, including the creation of environmental monitoring programs, harnessing of alternative energy sources, disconnection of rooftop downspouts, naturalization of parks and yards, and creation of composting and recycling programs.

The Plan is a complementary element of the Province's Greenbelt Plan (Order-In-Council 208/2005) and the Proposed Growth Plan for the Greater Golden Horseshoe.

The proposed land-use plan is shown opposite.

Schedule 2: Land-Use


Sideline 28
Sideline 26
Sideline 24
Sideline 22
Sideline 20
Highway 7
Highway 407
Concession Road 5
Taunton Road
Brock Road
Rossland Road
Whites Road
York-Durham Town Line
Legend
Natural Heritage System - Primary Designation
Natural Heritage System - Overlay Designation
Hamlet Heritage Open Space
Existing Private Open Space
Watercourse
Hamlet
Residential Cluster
Prestige Employment Lands
Low Density Areas
Medium Density Areas
High Density Areas
Local Node
Community Node
Mixed Corridors
Preserve
Transportation System
Freeway
Type A Arterial Road
Type B Arterial Road
Type C Arterial Road
Collector
Freeway Interchange
Existing Roads
407 Transitway
Transitway Stations
Schedule 2
Land-Use

The Plan has eight goals:

Natural Heritage

The protection, maintenance and enhancement of natural features, functions and systems intended to sustain a viable and permanent natural eco-system. The Natural Heritage System is a key element to be functionally integrated into the community and to provide opportunities for certain recreational and educational activities, while remaining cognizant of the proposed urban setting.

Cultural Heritage

The integration of cultural heritage into the new community fabric by drawing on the physical legacies of original aboriginal and European occupations.

Agriculture

Ensuring that the Pickering portion of the Duffins Rouge Agricultural Preserve is permanently protected for agricultural and conservation uses by fostering a healthy near-urban agricultural community that integrates appropriately with the surrounding rural and urban areas.

Social, Institutional, Open Space and Recreational Facilities

The provision of an appropriate distribution of facilities to serve residents, workers and visitors, linked by a network of parks and open spaces that complement the Natural Heritage System. This network of facilities is to be connected by trails, walkways and roads, and integrated with individual residential neighbourhoods, mixed-use corridors and employment areas.

Transportation and Transit

The provision of a transportation system that provides for choices in transportation mode, including ensuring that the community is designed in a manner that supports public transit.

Servicing

Ensuring that the network of utilities required to serve the new urban community minimizes impacts on the environment, maximizes efficiency and use of existing infrastructure, and minimizes lifecycle costs.

Employment

The provision of high-quality employment opportunities that reflect the needs of the community, with the identification of sufficient employment lands to generate approximately one job for every two residents.

Housing and Mixed-Use

The provision of a range of housing types and densities that meets the needs of a diverse population, complements surrounding communities, and accommodates an eventual population of up to 70,000 residents at a population density that is transit supportive.

3

Development Process

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3.3 Stage Three
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The Central Pickering Development Plan establishes the key elements of new urban and agricultural communities, including the basic land use designations, Natural Heritage System, transportation network, and servicing system. The implementation of the Plan will occur in three stages.

3.1 Stage One

Stage one is approval of this Plan under the *Ontario Planning and Development Act, 1994*. Schedule 2 of this Plan establishes the land-use designations for the Central Pickering Development Planning Area. The approval of this Plan may be either preceded or followed by the adoption of Official Plan amendments by the City of Pickering and the Regional Municipality of Durham that conform to and complement the policies and schedules of this Plan.

3.2

Stage Two

Stage Two involves the logical phasing of Neighbourhood Planning through the preparation of a municipally-undertaken Master Environmental Servicing Plan, together with other required studies, including a Highway 407 Economic Development Study, a Seaton Retail Market Analysis Study, Natural Heritage System Management Plan including a master trail plan, and Environmental Assessments. Detailed Neighbourhood Plans shall be prepared by the City of Pickering, acting reasonably and in a timely fashion, and in no event commencing such work later than one year following the approval of this Plan, and concurrent with or prior to the processing of plans of subdivision. These Neighbourhood Plans will be completed in a manner consistent with the City's of Pickering's Official Plan amendment process. Unless otherwise indicated by this Plan, all studies required by this Plan to permit future development of lands will be the financial responsibility of the benefiting development proponents.

The Master Environmental Servicing Plan will develop phase-specific implementation recommendations in the context of the Central Pickering Development Plan and local and regional Official Plan considerations, as applicable. This Master Environmental Servicing Plan is to fulfill the requirements of the Municipal Engineers Association Class Environmental Assessment (MEA Class EA) - Master Planning Process as set out in Section A.2.7.1 of that document. At a minimum, the Master Environmental Servicing Plan should address the first two phases of the MEA Class EA for all non-regional road, water and wastewater projects (subject to the conditions below).

The Master Environmental Servicing Plan will be prepared in consultation with the City of Pickering, the Regional Municipalities of Durham and York, and the Toronto and Region Conservation Authority prior to or concurrent with the completion of the first Neighbourhood Plan. It is a policy of this Plan to require that the timing for commencement and preparation of the Master Environmental Servicing Plan, any required environmental assessments, including those to be carried out by the City of Pickering and/or the Region of Durham, and the Natural Heritage System Management Plan be co-ordinated as much as possible in order to avoid duplication of work and permit achievement of common and inter-related objectives. The preparation, review and approval of these and other studies required by this Plan shall be carried out in a manner consistent with accepted land use planning and environmental assessment processes and applicable regulatory requirements. It is a policy of this Plan that the timely completion of these studies shall be an objective of both proponents and review/approval agencies.

The Master Environmental Servicing Plan should at a minimum address the following matters:

1. Identify any requirements for water source protection;
2. Conduct an overall water balance on a subwatershed basis;
3. Conduct an erosion sensitivity analysis for all receiving watercourses on a subwatershed basis;
4. Prepare digital floodline mapping to the requirements of the Toronto and Region Conservation Authority;
5. Promote maintenance and enhancement of the Duffins Creek fisheries;
6. Determine the general location, type and discharge targets for all stormwater management facilities;
7. To the extent that they are not identified through the Regional Master Class Environmental Assessment for servicing, confirm the overall municipal service requirements, including trunk alignments, general facility locations and open space crossings;

8. To the extent that they are not identified through the Regional Master Class Environmental Assessment for the transportation system, confirm the overall major transportation system requirements, including bridge locations and open space crossings, and neighbourhood traffic calming measures;
9. Identify the number and general location of major community facilities, including emergency service facilities, secondary schools, neighbourhood and community parks and recreational complexes, and in determining locations for such facilities, consider accessibility to transit and arterial roads, accessibility to multiple neighbourhoods, locations that buffer the Natural Heritage System, and locations that provide gateways to the Natural Heritage System and connections to associated trail systems;
10. Provide preliminary servicing cost estimates for all Regional and City infrastructure;
11. Identify as an input to the City's Pedestrian and Bicycle Master Plan an interconnected network of pedestrian, bicycle and multi-use trails throughout Central Pickering; and,
12. Identify existing and proposed major utility requirements, such as appropriate locations for large utility equipment and utility cluster sites, installations, corridors, easements and substations.

3.3

Stage Three

Stage three is the ongoing role of the City of Pickering in managing change over the long term. Any changes to the City's Official Plan or zoning, as well as any other planning applications, will continue to be required to conform to the Central Pickering Development Plan, the Official Plan of the Regional Municipality of Durham and the Official Plan of the City of Pickering, as applicable. As set out in Section 5 of this Plan, a process to review and update this Plan, as necessary, is provided for in order to keep the Plan relevant and responsive to changing circumstances.

4 Objectives

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4.2 Cultural Heritage
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4.4 Social, Institutional, Open Space and Recreational Facilities
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The objectives expressed by the Central Pickering Development Plan are explanations of the end action or situation to be reached in the development of the urban and agricultural communities in Central Pickering. Objectives should be capable of attainment and measurement. The objectives of the Plan are based on the eight goals set out in Part 2.

4.1

Natural Heritage System

The Ontario Ministry of Natural Resources in cooperation with the Toronto and Region Conservation Authority identified the Natural Heritage System for the Central Pickering Development Planning Area, drawing on more than 30 years of fieldwork and investigation of the environmental features of the Development Planning Area.

The identification of the Natural Heritage System followed a four-step process:

1. Identification and assessment of all natural heritage features within Central Pickering, including critical inter-relationships and dependencies;
2. Definition of appropriate buffer zones around each of the identified features;
3. Identification of corridors to link the features/buffers, both with each other and with those located outside the Development Planning Area, to facilitate floral and faunal movement; and,
4. Delineation of the Natural Heritage System boundary to encompass all features, buffers and corridors, based on a comprehensive ground-truthing exercise.

The Natural Heritage System represents approximately 53% of Seaton and 54% of the Development Planning area and includes the following:

1. All wetlands;
2. All significant woodlands;
3. All streams/watercourses;
4. Lake Iroquois shoreline;

5. All valley systems to stable top-of-bank;
6. All Environmentally Significant Areas;
7. All locations of species at risk;
8. Groundwater seepage/discharge areas;
9. Linkage corridors; and,
10. Buffer zones.

The Plan is based on the premise that natural features and functions can be protected while also providing a place for recreation, learning, mental and spiritual regeneration, interaction and movement. The Plan seeks to build strong relationships between natural, urban and agricultural systems. As such, the Plan takes its form from the landscape and assumes that new urban and rural communities can be developed on a sustainable basis and in a symbiotic relationship with nature. The Plan also values cultural heritage features, and the Natural Heritage System protects a large number of such features in the Development Planning Area.

Objectives

Specific objectives of the Plan in respect of the Natural Heritage System include the following:

1. Protect, maintain and, where possible, enhance all environmentally significant features and functions, all significant connections to regional natural systems including the Oak Ridges Moraine, Rouge Park, Duffins Creek system, Lake Ontario, and the Greenbelt Area, as well as all key hydrological features in the Development Planning Area;
2. Promote active linkages between the Natural Heritage System and surrounding urban and agricultural land-uses;
3. Facilitate the inclusion of the Natural Heritage System in the overall fabric of Central Pickering by permitting a range of low-impact uses and activities within the Natural Heritage System that are compatible with its protection;

4. Allow the specific infrastructure required for the new community to locate in the Natural Heritage System in an environmentally acceptable manner while minimizing impacts; and,
5. Create a safe and secure Natural Heritage System by encouraging public use of those Natural Heritage System lands in public ownership.

Policies

In order to facilitate the implementation of these objectives, it is a policy of this Plan to:

1. Establish and maintain a Natural Heritage System as shown on Schedule 3 as a Primary Designation on publicly owned lands (i.e., Seaton), and as an Overlay Designation on privately owned lands (i.e., the Duffins Rouge Agricultural Preserve), including both significant natural heritage features and other lands providing required linkage, corridor, and buffer functions.
2. Require the preparation of an overall Natural Heritage System Management Plan for the lands referred to as Natural Heritage System Primary Designation on Schedule 2 by the owners of the land. The Natural Heritage Management System Plan will include the preparation of a master trail plan, and establish the long-term uses, maintenance requirements and responsibilities, programs and associated financial implications for all elements of the Natural Heritage System. The Natural Heritage System Management Plan will also address cultural heritage protection.

   The planning and design of the master trail plan for the Natural Heritage System Primary Designation will consider the following:

   a) Build on the heritage pattern of land division within the Development Planning Area by following open and unopened road allowances, lanes and hedgerows, where feasible;
   b) Link urban neighbourhoods with places of work, mixed-use centres, and social facilities;
   c) Connect with urban neighbourhoods via a series of trailheads located at the edges of urban neighbourhoods and linked with urban paths;
   d) Use the existing trail systems, including the Seaton Trail, the proposed Regional Trail

Network and the proposed Whitevale Trailhead as a basis for providing a new comprehensive trail system for the Development Planning Area;

e) Avoid the most sensitive features of the Natural Heritage System, including habitat of sensitive species, wetlands, and steep slopes;

f) Avoid fragmentation of core forest habitat; and,

g) Utilize educational signs to develop greater understanding of the value and protection needs of the Natural Heritage System.

3. Ensure that the lands within the Natural Heritage System Primary Designation remain in public ownership.

4. Permit the following uses on lands within the Natural Heritage System Primary Designation:

a) Non-motorized trails, including chipped wood walking trails, boardwalks, cross-country skiing/snowshoeing trails, and paved, accessible multi-use trails;

b) Associated facilities, such as rest areas, benches, and play equipment, where they do not impact on the natural features or functions of the Natural Heritage System;

c) Organic, public garden plots;

d) Restorative, scientific and educational uses, including forest, fish and wildlife management activities, as well as conservation and flood or erosion control projects, undertaken by or under the supervision of the appropriate public authority, provided such activities respect the sensitivity of these lands and environmental integrity is maintained or enhanced;

e) Stormwater management systems/facilities; and,

f) Infrastructure where required to serve the new urban community, where the location is logical or no reasonable alternative exists. Efforts are too be made to minimize the footprint of the use, to the extent possible, and to ensure no significant negative impacts on the Natural Heritage System or natural features and functions occur. Infrastructure includes: sewage and water systems, electric power generation and transmission including renewable energy systems, communications/telecommunications, transit and transportation corridors and facilities, oil and gas pipelines and associated facilities.

5. Allow the full range of uses identified as permissible on lands within the Preserve primary designation (see Section 4.3) that also fall within the Natural Heritage System Overlay Designation, subject to the definitions and policies set out in Section 3.2 of the Greenbelt Plan (Order-In-Council 208/2005) as applicable.
6. On lands within the Preserve primary designation that also fall within the Natural Heritage System Overlay Designation, encourage those agricultural uses that assist in the function of linkage corridors, and the protection and restoration of the Natural Heritage System, including the consideration of organic farming, the minimization of fencing, the retention and enhancement of hedgerows, and the preparation of Environmental Farm Plans.
7. Require the City of Pickering to consider Natural Heritage System connections through and around existing settlement areas when implementing municipal policies, plans and strategies affecting those settlement areas.
8. Within the Preserve primary designation, permit the following additional uses in the Natural Heritage System Overlay Designation, notwithstanding the policies of the Preserve primary designation:
   a) Non-motorized trails, including chipped wood walking trails, boardwalks, cross-country skiing/snowshoeing trails, and paved, accessible, multi-use trails; and,
   b) Restorative, Scientific and Educational Uses, including forest, fish and wildlife management activities, as well as conservation and flood or erosion control projects, undertaken by or under the supervision of the appropriate public authority provided such activities respect the sensitivity of these lands and environmental integrity is maintained or enhanced.
9. Notwithstanding the above, ensure that the conditions of conservation easements held by the Toronto and Region Conservation Authority on lands within the Natural Heritage System Overlay Designation continue to apply in full.

10. Require that organic, public garden plots be administered by the agency responsible for managing the Natural Heritage System. Garden plots may involve the small-scale cultivation of food, herbs and flowers. Principles to be considered in the planning, operation and design of such garden plots include:
    a) Minimize fencing that may pose a barrier to the migration of flora and fauna; and,
    b) Locate garden plots outside sensitive Natural Heritage System features and their buffers and avoid locations that may impair Natural Heritage System linkage functions.
11. Create new urban neighbourhoods, which through community planning and sustainable design, protect and enhance the Natural Heritage System, strengthen its relationship to urban areas, and ensure that natural areas are safe and form part of everyday life in the community.

4.2

Cultural Heritage

The Central Pickering Development Plan is based on the fundamental belief that our heritage, as manifested in our archaeology, cultural heritage landscapes and built form, can and should continue to form an important component of land-use in the Development Planning Area. Accordingly, the Plan respects the unique cultural heritage of the area, protects significant cultural heritage resources, and manages land-use change in order to provide continuity between the past and present.

The cultural heritage system in the Development Planning Area comprises a rich fabric of significant archaeological sites, built heritage resources and cultural heritage landscapes. The diversity and significance of the cultural heritage resources in the Development Planning Area are of such magnitude that the Development Planning Area represents one of the richest rural settlement areas left unaffected by urban development in the Greater Toronto Area.

Objectives

Specific objectives of this Plan in respect of cultural heritage include the following:

1. Identify the range of cultural heritage resources from all time periods, including archaeological sites, cultural heritage landscapes, and built heritage resources;
2. Reflect First Nations' historical cultural affiliation with the Development Planning Area;
3. Protect and conserve significant cultural heritage features and integrate them into new urban and agricultural communities and the Natural Heritage System;

4. Restore, rehabilitate, protect and conserve significant cultural heritage resources;
5. Record and salvage all built cultural heritage features and/or archaeological remains that cannot be conserved in place and document all displaced cultural heritage landscapes;
6. Foster public awareness and appreciation of Central Pickering's cultural heritage through promotion, interpretation, education and commemoration;
7. Ensure that heritage resources and artefacts are protected and passed on for care by future generations;
8. Involve First Nations, the public, landowners, local heritage experts, heritage committees, relevant public agencies, and other interested groups and individuals in cultural heritage decisions affecting the Development Planning Area through the Master Environmental Servicing Planning and Neighbourhood Planning processes; and,
9. Encourage urban development on or adjacent to protected significant cultural heritage properties to be of an appropriate scale and character, where the heritage attributes of such properties are conserved.

Policies

In order to facilitate the implementation of these objectives, it is a policy of this Plan to:

1. Recognize the importance of cultural heritage features in the development of Neighbourhood Plans by:
   a) Where possible, creating a development pattern that reflects the historic concession grid in order to integrate wood lots, hedgerows, tree lines, and field patterns into the new urban pattern and Natural Heritage System;
   b) Protecting and maintaining cultural heritage landscape elements such as treelines, hedgerows and the rolling topography, where feasible;
   c) Ensuring new developments and land-uses near or adjacent to cultural heritage landscape features respect cultural heritage patterns and their integrity;

d) Viewing the Natural Heritage System and open spaces associated with social facilities as opportunities for cultural heritage resource integration and protection;

e) Requiring that urban design guidelines prepared as a component of the Neighbourhood Plans address the conservation of significant cultural heritage resources and landscape features, and the integration of significant views associated with these features into the design of the new urban community. In particular, these considerations shall be an integral element of the design of public spaces. In the preparation of urban design guidelines, the assessment and recommendations contained in the Fall 2005 report entitled "Cultural Landscape Assessment Central Pickering: Seaton Lands" prepared by Wendy Shearer Landscape Architect Limited shall be considered; and,

f) Integrating and conserving locally significant individual heritage buildings or related features, where appropriate, into Neighbourhood Plans, based on local or regional consultations and consideration of the *Ontario Heritage Act* designation provisions.

2. Ensure that Neighbourhood Plans for lands adjacent to the designated Hamlet of Whitevale heritage conservation district will:

   a) Demonstrate appropriate transitional design and compatibility with the area's existing character, including use of social, institutional, open space and recreational and renewable energy systems to serve as a buffer, as shown on Schedule 2 and referred to as Hamlet Heritage Open Space;

   b) Direct north-south and east-west arterial road alignments away from the built-up area of the community;

   c) Protect, wherever feasible, built heritage features and structures; and,

   d) Ensure that new development is generally consistent with the character of existing buildings.

3. Recognize First Nations' cultural and spiritual connection to the Development Planning Area and require the development process be undertaken in a respectful manner. This will include actively seeking the input and advice of First Nations in considering the most appropriate

actions to take with respect to the protection, commemoration, long-term management and/or mitigative excavation of archaeological sites.

4. Require, as a condition of development approval, that an archaeology monitor, preferably of First Nations' ancestry, be retained and funded by the proponent for any significant mitigative excavation activities, on known pre-contact archaeological sites. The purpose of this monitor would be to work co-operatively with the proponent's licensed professional archaeologist in order to report back on the results of the mitigative excavation activities to interested First Nations.
5. Require a licensed archaeologist to assess any land alteration and/or grading within the Natural Heritage System in areas considered to have archaeological potential, except as such activities relate to normal farm practices. Disturbance of existing archaeological sites shall be avoided as much as possible.
6. Protect known significant archaeological sites on-site to the greatest degree possible. On-site protection and archaeological site avoidance measures involve:
   a) Accurate delineation of archaeological site boundaries and extent of archaeological sites through the completion of a detailed Stage 3 archaeological assessment; and,
   b) Establishment of Archaeologically Sensitive Areas in recognition of the demonstrated sensitivity of land parcels containing sites of significant archaeological concern (e.g., complex aboriginal villages). As such sites may be impacted by development and small-scale land-use alteration that is not subjected to comprehensive planning control under the *Planning Act* or *Environmental Assessment Act*, their long-term protection should be considered using tools such as the following:
      i) Use of prohibitive zoning by-laws, as permitted by section 34(1) of the Planning Act or through other conditions or orders that prohibit any future land-use activities that might result in soil disturbance on such sites; and,
      ii) Use of other protective tools, such as heritage easements, subdivision agreements or covenants and passive land-uses.

7. Notwithstanding the presumption in favour of on-site protection of archaeological sites, achieve in appropriate cases the goal of mitigating impacts to significant sites through both Stage 3 assessments and Stage 4 systematic archaeological excavations consistent with Ontario Ministry of Culture Archaeological Assessment Technical Guidelines.
8. Ensure that land disturbance or site alteration undertaken within the Development Planning Area, including public works such as berm construction and slope or bank stabilization, shall be kept to a minimum and only be undertaken in a manner that does not destroy or adversely affect known archaeological sites, built heritage properties and cultural heritage landscape features.
9. Consider an expansion to the Brougham Pioneer Christian Cemetery, as part of the preparation of the Neighbourhood Plan for lands in the area of the current cemetery.
10. Permit within the Hamlet Heritage Open Space designation surrounding the Hamlet of Green River the same land uses referenced under Policy 2 a) above.

4.3

Agriculture

The Plan seeks to ensure that the Duffins Rouge Agricultural Preserve remains permanently in agricultural and conservation use by fostering a healthy near-urban agricultural community that is self-sustaining, produces and sells locally grown agricultural products, and enhances surrounding rural and urban areas.

The long-term vision of this Plan is to foster and support agricultural land-uses by providing for the diversification of agricultural operations. This Plan encourages such diversification by promoting and protecting a full range of agricultural uses and normal farm practices.

This Plan allows for a wide-range of agricultural uses, secondary uses and agricultural-related uses in a manner that supports the agricultural community. The preparation of this Plan relies upon and integrates, as appropriate, the Provincial Policy Statement, Greenbelt Plan (Order-In-Council 208/2005), advice from the Agricultural Advisory Team and elements of the Greater Toronto Area Agricultural Action Plan, which was released in February 2005.

The Duffins Rouge Agricultural Preserve has been included in the Greenbelt Plan (Order-In-Council 208/2005). However, as provided for under the *Greenbelt Act, 2005* this Plan's policies take precedence over the policies of the Greenbelt Plan (Order-In-Council 208/2005), as appropriate.

The purpose of this Plan is to put in place policies that over time can be relied on to protect the Duffins Rouge Agricultural Preserve's prime agricultural resource lands, spur farming investment through value-added enterprises to address niche market opportunities like organic farming and farming tourism, and encourage sustainable agricultural activities that will help, in a small way, to provide food security in an uncertain global food marketplace.

This Plan recognizes that Green River, Whitevale and Cherrywood are important Hamlets with historic roots as social and service centres for the surrounding area. Existing uses are encouraged to continue, including all residential, employment, commercial, community and recreational uses. This Plan encourages Hamlets to support surrounding agricultural activity by providing opportunities for agricultural-related businesses and institutions.

Objectives

Specific objectives of this Plan in respect of agriculture include the following:

1. Permanently protect the prime agricultural resource lands in the Preserve;
2. Facilitate the diversification of the agricultural economy and enable farmers to increase income generated on their farms through value-added products and/or secondary uses;
3. Promote flexibility in agricultural land-use policies to enhance the agricultural economy of the Duffins Rouge Agricultural Preserve;
4. Encourage all types, sizes and intensities of agricultural uses and activities within the Duffins Rouge Agricultural Preserve; and,
5. Maximize opportunities for the creation of a range of small and large farms by encouraging both full- and part-time enterprises through private ownership and long-term leasehold arrangements, while at the same time preventing the expansion of settlement areas into the Duffins Rouge Agricultural Preserve.

This Plan establishes three land-use designations in order to encourage and support a mix of agricultural uses and activities, conserve natural features and prohibit new rural residential development in the Duffins Rouge Agricultural Preserve. The designations are Preserve, Hamlets and Residential Clusters, and are shown on Schedule 2.

Policies

In order to facilitate the implementation of these objectives, it is a policy of this Plan to:

4.3.1 Agriculture

1. Allow existing and new agricultural uses, secondary uses and agricultural-related uses on lands designated as Preserve, in order to take advantage of its proximity to urban areas and markets.
2. Permit the following uses on lands designated as Preserve:
   a) Agricultural uses as defined by the Provincial Policy Statement;
   b) Secondary uses as defined in the Provincial Policy Statement being uses secondary to the principal use of the property, including home occupations, home industries, and uses that produce value-added agricultural products from the farm operation on the property. Secondary uses could include cottage industry, herb gardens, seasonal roadside produce stands, farm vacation uses, kennels and craft shops;
   c) New residential dwellings on vacant lots existing as of the date of proclamation of this Plan;
   d) Agriculture-related uses being farm-related commercial and farm-related industrial uses that are small scale and directly related to the farm operation and are required in close proximity to the farm operation, including grain drying and farm produce storage; and,
   e) Uses by colleges and universities for agricultural research purposes.
3. Permit lot creation within the Preserve designation where the severed and retained lots are intended for agricultural uses and provided the minimum lot size is 40 hectares (100 acres).
4. Not permit the creation of residential lots in the Preserve designation.

5. Permit severances involving the minor adjustment of lot lines provided that non-viable farm parcels are not created, agricultural land is not fragmented and agricultural activities are not adversely affected.
6. Require that new land-uses, including the creation of lots and new or expanding livestock facilities, comply with the Minimum Distance Separation Formulae.

4.3.2 Hamlets and Clusters

7. Maintain the Hamlets of Green River, Whitevale, and Cherrywood as residential communities with land-uses that are complimentary to the surrounding agricultural community and economy. Existing Hamlet main streets may develop for a wide variety of purposes, and a range of agricultural services may locate in Hamlet areas that serve the local agricultural community and accommodate local commercial opportunities.
8. Require that the size and scale of Hamlet development be consistent with the agricultural character of this Plan. Residential growth in the Hamlets of Whitevale, Cherrywood and Green River is restricted to 25% of existing residential units consistent with Rural Settlement Plans. The addition of a residential unit will only proceed if technical studies demonstrate the appropriateness of on-site services.
9. Allow Rural Settlement Plans prepared within the context of the City of Pickering's Official Plan to continue to provide the regulatory framework for land-use decisions affecting the Hamlets of Whitevale, Cherrywood and Green River, so long as they are consistent with the goals, objectives and policies of this Plan.
10. Allow development within existing Residential Clusters to continue to be guided by the policies of the Official Plan of the Regional Municipality of Durham, so long as such policies are consistent with goals, objectives and policies of this Plan.
11. Not permit further rural subdivisions in the Duffins Rouge Agricultural Preserve.

4.3.3 Infrastructure

12. Not permit further extension of municipal water and wastewater infrastructure to lands within the Duffins Rouge Agricultural Preserve, except as follows:
    a) To facilitate an increase in the capacity of the York Durham Sanitary Sewer; and,
    b) Where Durham Region Council deems it necessary to deal with a health or environmental problem, and it is financially beneficial to extend municipal services over the construction of a communal system for water supply and/or sanitary sewerage.
13. Recognize the transportation and transit policies in Section 4.5, specifically Policy 3, relating to future transportation connections that occur in the Duffins Rouge Agricultural Preserve, and permit major, multi-lane roads required to accommodate regional and inter-regional transportation needs. The Plan has limited the number of major, multi-lane road crossings of the Duffins Rouge Agricultural Preserve as much as possible, given forecasted travel demands.
14. Recognize other uses in the Preserve designation, including the following:
    a) Agricultural Access Roads – Opening of public rights-of-way required to access agricultural lands shall be permitted. There are a limited number of unopened rights-of-way remaining in the Duffins Rouge Agricultural Preserve. These roads shall be opened for agricultural uses only;
    b) Public Utilities – Utility corridors as required to serve the Development Planning Area shall be permitted; and,
    c) Renewable Energy Systems, subject to being designed and constructed so as to minimize impacts on agricultural operations.

4.4

Social, Institutional, Open Space and Recreational Facilities

The new urban community will require a broad range of social, institutional, open space and recreational facilities, including educational facilities, arts and cultural facilities, parks, recreation centres, health care facilities, childcare centres and places of worship.

Objectives

Specific objectives of this Plan in respect of social, institutional, open space and recreational facilities include the following:

1. Provide an appropriate number of facilities and potential locations to meet social, institutional, open space and recreational needs;
2. Ensure that facility locations are accessible by a variety of modes of transportation;
3. Ensure that facility locations serve two or more neighbourhoods, wherever possible;
4. Use facility locations and designs as additional buffers to sensitive ecological areas, thereby reinforcing the environmental integrity of the Natural Heritage System;
5. Use facilities as gateways into the Natural Heritage System, wherever possible and appropriate, thereby linking the community with the Natural Heritage System, by providing trailheads, shared services such as weekend parking, and other amenities for community residents;

6. Establish physical connections/associations with the Natural Heritage System to provide education and recreational opportunities; and,
7. Facilitate trail and open space linkages in a manner that minimizes impacts on adjacent agricultural activities in the Duffins Rouge Agricultural Preserve.

Policies

In order to facilitate the implementation of these objectives, it is a policy of this Plan to:

1. Identify, as an update to the City's Pedestrian and Bicycle Master Plan, an interconnected network of pedestrian, bicycle and multi-use trails throughout the new urban community, which links neighbourhoods, mixed-use areas, employment areas, the Natural Heritage System and facilities. This broad network shall be determined prior to or concurrent with the development of Neighbourhood Plans and policies. The interconnected network should:
   a) Reinforce the heritage pattern of public rights-of-way that traverse the neighbourhoods and link to the Natural Heritage System trail system via a series of gateways, or trailheads, which are typically associated with social, institutional, recreational and open space facilities;
   b) Link neighbourhoods with social, institutional, open space and recreational facilities, adjacent neighbourhoods, mixed-use areas and employment areas;
   c) Provide sidewalks on both sides of every street, wherever possible, with the exception of streets where swales may be introduced to facilitate greater water infiltration;
   d) Provide links with the existing bicycle system in the City of Pickering, as set out in the Pickering Trails and Bikeway Master Plan, as well as other regional trails, such as those in the Rouge Park; and,
   e) Provide bike paths and/or bike lanes where possible in both directions on all arterial and collector roads as designated on Schedule 4.

2. In Hamlets and Residential Clusters, provide sidewalks and/or pedestrian walkways taking into account the elements of the design guidelines set out by this Plan as may be applicable to the rural settlement areas and agricultural areas.
3. Identify and refine locations for social, institutional, open space and recreational facilities through the Master Environmental Servicing Planning and Neighbourhood Planning processes. The location of all facilities will be based on the following considerations:
   a) Establish a public constituency/overview of the Natural Heritage System in order to ensure that the Natural Heritage System is safe, useful and integrated with neighbourhoods;
   b) Cluster facilities in order to provide for joint-use and/or multi-use of public facilities;
   c) Strengthen the relationship between urban and natural areas; and,
   d) Promote interaction between the environmental and urban components of the community.

4.5

Transportation Network

The Central Pickering Development Plan regards a transportation network as including streets, roads and transit lines, pedestrian trails and bicycle paths. The Plan seeks to establish a more effective balance among these various modes – one that reduces travel times and encourages walking.

The transportation network for the Development Planning Area is integrated with the existing and proposed Regional Municipality of Durham transportation network, with a primary objective of defining the best internal (localized) transportation system in Central Pickering to support the broader Regional Municipality of Durham transportation needs.

The Development Planning Area will be served by both major and minor transit corridors. Major transit corridors will have the potential to develop into higher order service in exclusive rights-of-way, and facilitate inter-regional and local travel. Major transit corridors identified on Schedule 4 to this Plan include the Highway 407 transitway (mainline and links), Highway 7, Brock Road, Taunton Road, and Whites Road/Sideline 26. These corridors:

1. Provide a direct connection to York and Peel Regions along Highway 407, as well as to major employment and institutional uses near the highway;
2. Provide a direct connection to the Pickering GO Rail Station on the Lakeshore East GO Rail line along Brock Road, as well as the Highway 2 transit corridor;
3. Connect to all major attractors and generators of traffic in the City of Pickering along Brock Road and Whites Road; and,
4. Connect to a potential future airport to the north of the Development Planning Area.

It is anticipated that bus rapid transit features and technology will be employed along all major transit corridors, commencing initially with bus services in mixed traffic and evolving to buses operating on dedicated facilities, such as high occupancy vehicle lanes or reserved bus lanes.

In addition, GO Transit has identified the Seaton Rail Corridor for possible GO Rail services. This corridor, which includes both the Belleville and Havelock Subdivisions, could serve the new urban community and a potential future airport.

Minor transit corridors facilitate a greater frequency of transit bus service with the opportunity to convert traffic lanes to higher occupancy vehicle lanes or accommodate transit priority measures. Minor transit corridors identified in this Plan include Rossland Road/Sideline 22 and other collector and arterial roads as identified in Schedule 4. The community has been planned such that 90% of residents will be within a 400-metre (i.e., five-minute) walk of a transit route.

This Plan strongly encourages the use of alternative modes of transportation and includes provision for an extensive pedestrian and bicycle system. Sidewalks, crosswalks and walkways should be provided to create a comfortable and safe pedestrian environment, which supports alternative modes of travel, improves community health, and creates opportunities for social interaction.

In the Duffins Rouge Agricultural Preserve, the main transportation priority is ensuring that farming requirements are met while also providing the necessary infrastructure and mobility to connect residents and agricultural suppliers with the surrounding region. There are certain corridors in the Duffins Rouge Agricultural Preserve, such as 14th Avenue, 5th Concession and Steeles/Taunton Road, that must be preserved for regional transportation functions. Otherwise, existing roads will be retained within their typical 20-metre-wide rights-of-way.

Objectives

Specific objectives of this Plan in respect of transportation, transit, active transportation and the road network include the following:

4.5.1 General Transportation

1. Enable the year-round movement of people, goods and services within Central Pickering and the City of Pickering in a manner that is safe, convenient, reliable, and efficient;
2. Create an integrated transportation system, recognizing the inter-relationships among all types of roads and modes of transportation;
3. Ensure adequate inter-regional transportation infrastructure through connections with Highway 407, the potential future airport and transit corridors. To this end, the Province will co-ordinate, through provincial ministries, the Regional Municipalities of York and Durham and the City of Toronto, transportation planning and related infrastructure decisions that support a more efficient inter-regional transit and roads network, in recognition of the importance of the movement of goods and people to the economy of the eastern Greater Toronto area;
4. Integrate Central Pickering with adjacent communities, by, among other means, supporting transit service delivery that links the Development Planning Area to urban growth centres identified in the proposed Growth Plan for the Greater Golden Horseshoe, and major transit station areas identified in accordance with the proposed Growth Plan;
5. Link roads with trails and provide safe access for pedestrians, bicyclists and vehicles;

4.5.2 Transit and Active Transportation

6. Create transportation choices for residents through the Master Environmental Servicing Planning and Neighbourhood Planning processes by providing facilities and corridors for alternative modes of travel, including public transit, walking and bicycling;

7. Provide minor transit corridors throughout the new urban community, such that the majority of residents are within a five-minute walk of a transit route;
8. Provide a road network that is designed for transit service on major and minor transit corridors in order to meet existing and anticipated demand;
9. Protect for transit stations at key nodes to facilitate local transit and inter-regional transit, as well as inter-modal transportation;
10. Facilitate the provision of a local transit system that will serve each neighbourhood in the community;
11. Facilitate the introduction of transit services as development occurs by ensuring, through conditions of plan of subdivision approval, that an interconnected road network is created, with linkages from all parts of the Development Planning Area to Pickering's urban growth centre as identified in the proposed Growth Plan for the Greater Golden Horseshoe, and among major transit station areas identified in this Plan;

4.5.3 Road Network

12. Ensure that Neighbourhood Plans define a street structure based on a modified grid that provides a high degree of permeability, access to key locations (parks, natural features, public use facilities, landmarks), and supports pedestrian and bicycle movement;
13. Design roads to meet operational and safety requirements, with right-of-way dimensions reduced wherever possible to promote intimate streetscapes and neighbourhoods with a sense of place;
14. Incorporate, where appropriate, narrow lanes, on-street parking, and central medians in the road design to encourage slow-moving traffic through residential areas and mixed-use neighbourhood centres;

15. Recognize in the Neighbourhood Planning process that streets are valuable open spaces that should be designed to link the open space system;
16. Locate street trees and boulevard landscaping through conditions of plan of subdivision to provide shade, contribute to neighbourhood character, and help reduce water runoff;
17. Reduce the amount of commuting through the agricultural communities using traffic management measures; and,
18. Accommodate the movement of slower-moving farm vehicles/equipment on the roads within the Duffins Rouge Agricultural Preserve.

Policies

In order to facilitate the implementation of these objectives, it is a policy of this Plan to:

1. Determine the precise location of a future GO Transit Station, conceptually located on the west side of Brock Road north of the C.P Rail line as shown on Schedule 4: Transportation Network, through an environmental assessment;
   a) Should the environmental assessment result in the identification of alternate location(s), the station location(s) may be moved without amendment to this Plan; and,
   b) Upon identifying the station location(s), re-examine the abutting land-uses to ensure an appropriate mix and intensity of land-uses is permitted.
2. Require the development of a liveable, transit-oriented community with mixed-use and higher-density development along transit spines.
3. Require the development pattern throughout Central Pickering to accommodate transit routes, pedestrian and bicycle networks, and alternative transportation facilities (including park and ride, car pooling, bicycle storage areas, bus bays and accessible transit stop pads) in order to encourage and maximize the use of public transit within the City of Pickering and between neighbouring municipalities, from the earliest stage of development. Provision shall be made for commuter parking areas to accommodate transit stations and service transfer sites over time.

4. Recognize that the new arterial road connections shown as dashed lines on Schedule 4 are approximate and that the alignment, right-of-way width, classification, intersection spacing and structure location and design may change through the required environmental assessments of the new road connections. As part of those environmental assessments, the following matters shall be considered:
   a) The appropriate location, structure design and intersection spacing for the Third Concession Road westerly extension over the C.P. Rail line and West Duffins Creek;
   b) The feasibility from an environmental, engineering and cost perspective of the Sideline Road 24 extension north of Taunton Road to the southerly east-west Collector Road;
   c) The location and structure design of the Whites Road to Sideline Road 26 connection over West Duffins Creek including consideration of both a free standing structure south of the Taunton Road bridge and a structure adjacent to or connected to the existing Taunton Road bridge. In the event that Whites Road/Sideline 26 follows the alignment set out in Schedule 4 of this Plan, subject to completion of the required environmental assessment, the existing portion of Whites Road immediately south of Taunton Road may be re-designated as a Collector Road without amendment to this Plan; and,
   d) The appropriate location, structure design and intersection spacing for the Whitevale Road bypass over the West Duffins Creek.
5. Plan for the construction of two Highway 407 interchanges at Sideline 26 and Sideline 22. The timing for the construction of the interchanges will be based on a needs assessment conducted as part of the Master Environmental Servicing Plan in consultation with the Ministry of Transportation and the 407 ETR Concessions Company. Interchanges at Sideline 26 and Sideline 22 and resultant spacing of the interchanges must meet applicable design, safety and operational standards, and any other applicable approvals.
6. Match right-of-way widths with known functional requirements wherever appropriate and feasible to reduce environmental impacts.

7. Protect the heritage characteristics of existing Sideline and Concession Roads (e.g., Sidelines 34, 32, 30, 28, 26, 24 and 22 and Concession Roads 3, 4 and 5) in the Duffins Rouge Agricultural Preserve and in the Natural Heritage System as much as possible by:
   a) Where feasible, incorporating existing roads and lanes as lower order roads in the Development Planning Area, thereby avoiding the loss of their existing heritage character through widening;
   b) Where widening is unavoidable, doing so in a manner that protects, incorporates and/or commemorates key heritage characteristics;
   c) Recognizing the unique heritage character of the Whitevale Road corridor from the Whitevale Hamlet to the Whitevale Road bypass (west of Sideline 22), and to this end, during the preparation of Neighbourhood Plans adjacent to this corridor;
      i) integrating new development along this corridor in a manner that is compatible with existing cultural heritage value or interest of the landscape, properties and structures;
      ii) determining an appropriate road cross-section, traffic management measures and accessibility that are compatible with the character of this corridor;
      iii) considering measures such as lower rights-of-way widths, a pedestrian oriented streetscape and the reduction of motorized vehicular traffic, as a way of conserving heritage attributes, context and character of this corridor; and,
      iv) considering the recommendations of any Whitevale Road Corridor Heritage Conservation Study undertaken by the City of Pickering;
   d) Providing road cross-sections that feature drainage ditches instead of curbs, wherever possible, and taking into account transit service, pedestrian movement and compact urban form considerations, thus helping to extend the visual character of rural roads into the new neighbourhoods;
   e) Aligning Brock Road to the east to meet the possible Highway 407 interchange subject to the necessary approvals being obtained, pending the outcome of the Highway 407 East Environmental Assessment, and preserving the existing Brock Road alignment and

providing local access to and from the highway near the Hamlet of Brougham; and,

f) Protecting and maintaining character-defining elements, such as treelines and hedgerows, associated with traditional road allowances, wherever feasible.

8. Allow for the introduction of laneways that are designed to provide access to the rear of residential and commercial lots. Laneways may serve residential and mixed-use areas.

9. In order to achieve a compact development pattern, efficient use of land and a pedestrian oriented streetscape and to limit impacts on the Natural Heritage System and significant cultural heritage features, incorporate minimum rights-of-way widths in the preparation of Central Pickering's Neighbourhood Plans. These rights-of-way widths should, where feasible and appropriate, be at the lower end of the ranges identified for roads by the City of Pickering and Regional Municipality of Durham. Notwithstanding this policy, transit corridors on Type A arterials must be protected for six-lane cross-sections, including two dedicated transit lanes, and transit corridors on Type B arterials must be protected for a four-lane cross section, including two lanes for high occupancy vehicle use or transit priority measures. Should it be determined that a wider right-of-way width is necessary through the Neighbourhood Planning process to accommodate safety or transit objectives, it is a policy of this Plan to require that sufficient design and landscape detail be provided of the road cross-sections to achieve the creation of a high quality public realm, with particular emphasis on ease of pedestrian movement along and across the road.

10. Consider, during the preparation of Neighbourhood Plans, the potential for areas around highway interchanges; GO Stations; all major transit areas; and park and ride areas, to accommodate more intensive land use activities and higher densities over time in order to support increasing transit service levels. Provision shall also be made for the identification of intensification corridors.

11. Require that the Province, in making transportation infrastructure investment decisions that impact on the Development Planning Area, consult with affected municipalities to maximize

the opportunity for aligning provincial and municipal capital priorities, within the context of achieving the intent of the proposed Growth Plan for the Greater Golden Horseshoe.

12. Permit, as a condition of the approval of Neighbourhood Plans, the requirement for an analysis of travel demand sensitivity to determine that the transportation network, intersection capacity, level of service and community design objectives of this Plan will be achieved.

13. Support the timely completion of the environmental assessment for the easterly extension of Highway 407 beyond Brock Road in Durham Region, recognizing that previous studies have recommended the extension of Highway 407 from Brock Road to Highways 35/115.

14. Acknowledge the importance of transportation network improvements outside of the Development Planning Area for the successful implementation of the Plan and its role in helping to realize the proposed Growth Plan for the Greater Golden Horseshoe.

15. Permit, without an amendment to the Plan, the re-designation of Highway 7 from a Freeway, as shown on Schedules 2 and 4 of this Plan, to a Type A Arterial Road, in the event that responsibility for this road shifts from the Province to a municipality.

4.6

Servicing

The Central Pickering Development Plan provides for a network of stormwater, water supply, wastewater, and utility services for the new urban community. Schedule 5 of this Plan identifies a servicing system framework for water supply and wastewater. The Watershed Plan for Duffins Creek and Carruthers Creek, prepared by the Toronto and Region Conservation Authority, provides specific recommendations that shall be implemented at the watershed level through the Master Environmental Servicing Planning and Neighbourhood Planning processes.

Objectives

Specific objectives of this Plan in respect of servicing include the following:

1. Protect groundwater quality and quantity;
2. Protect and improve surface water quality, wherever possible;
3. Maintain the natural hydrologic cycle and function of the watersheds;
4. Prevent increased risk of flooding and stream erosion;
5. Address existing servicing deficiencies within the Central Pickering service area;
6. Provide stormwater, water and wastewater services that are efficient, make logical use of existing infrastructure, and minimize lifecycle costs; and,
7. Promote co-ordinated public and private utility planning and infrastructure design.

Policies

In order to facilitate the implementation of these objectives, it is a policy of this Plan to:

1. Prepare a Master Environmental Servicing Plan detailing the functional servicing requirements for the entire Development Planning Area. As part of the Master Environmental Servicing Plan, a phasing plan shall be prepared for the construction of major community facilities, transportation links and stormwater, water and wastewater servicing that promotes a balanced live/work relationship and the provision of such facilities and services at the earliest feasible stage of the community development process.
2. Permit the development of lands subject to the availability of servicing within the Development Planning Area. Servicing of the lands shall be phased to reflect a cost-efficient and logically sequential extension of infrastructure within the City of Pickering.
3. Notwithstanding Policy 2, require that the phasing plan prepared as part of the Master Environmental Servicing Plan address the early servicing of Prestige Employment areas so as to permit an appropriate balance of employment opportunities in conjunction with the development of the residential neighbourhoods.
4. In order to anticipate and mitigate the potential impacts of land use changes on ground and surface water resources, require, prior to the approval of the first phase of development and servicing of land, the following matters be addressed, to the satisfaction of the appropriate approval agencies, through the use of a three-dimensional groundwater flow model:
   a) Quantification of the sensitivity of the affected aquifers, aquitards and groundwater-fed wetlands and streams in relation to proposed land use changes in the Development Planning Area;
   b) Identification of the relationship between land use changes and local and regional groundwater recharge dynamics and path flow regime;
   c) Where necessary, provision for the mitigation of potential development impacts (including de-watering, run-off, stream base flow reduction and potential sources of

contamination) on private wells, groundwater flows and stream and wetland water quality and quantity through the establishment of quantitative and/or qualitative hydrogeological targets or performance standards that shall be integrated into development proposals; and,

d) Where necessary, identification of requirements for the on going monitoring of groundwater conditions and contingency strategies for mitigating negative impacts that may be identified over time.

Preparation of this analysis shall be undertaken in concert with the preparation of the Master Environmental Servicing Plan, be the responsibility of the affected development proponent(s), and take into account the 2003 Watershed Plan for the Duffins Creek and Caruthers Creek prepared by the Toronto and Region Conservation Authority.

5. Require submission of functional servicing plans prior to draft subdivision approval. The functional servicing plans shall indicate how targets established in the Master Environmental Servicing Plan and Neighbourhood Plans will be achieved. The preparation of functional servicing plans shall address the sustainability of adjacent or potentially impacted wetlands by exploring additional stormwater management facilities or site-specific management alternatives upstream of wetlands.

6. Recognize that the servicing system framework identified in Schedule 5 is a preliminary design and the alignment of linear facilities, location of pumping stations and reservoirs, crossings of the Natural Heritage System and other design components may be revised through the required environmental assessments or Master Environmental Servicing Plan.

7. Explore the use of sustainable technologies in the capture, conveyance and treatment of storm runoff. Consideration shall be given to the planning of certain areas of development to fully embrace an ecological framework for development and the associated infrastructure design that would support it.

8. Permit stormwater management ponds in all designations. Principles to be considered in the

planning and design of such systems include:

a) Stormwater ponds are not permitted in environmental features, such as wetlands and woodlots, or on the Lake Iroquois shoreline;
b) Stormwater ponds should be off line;
c) Stormwater ponds should avoid subwatershed drainage diversion;
d) Stormwater ponds should provide an appropriate buffer adjacent to the closest environmental feature;
e) Discharge to a wetland should be by direct out-flow;
f) Stormwater ponds should maintain the pre-development water balance of wetlands;
g) Stormwater ponds should be naturalized using native species;
h) Stormwater ponds should balance groundwater infiltration for their catchment areas to the greatest degree possible;
i) Stormwater ponds should treat water runoff from roads; and,
j) Non-urban road design/cross section standards should be considered to treat water run-off locally.

9. Consider the following principles during the planning and design of transportation and public utilities corridors, recognizing that new crossings of the Natural Heritage System, are required to meet the transportation and infrastructure needs of the new community:

a) Avoid road and public utility crossings of the Natural Heritage System, wherever possible;
b) Co-locate unavoidable crossings of the Natural Heritage System with other road or public utility crossings;
c) Where roads and public utilities must cross the Natural Heritage System where there is no existing crossing, locate the corridor within agricultural lands, meadows or successional communities;
d) Locate corridors through significant natural features only where it is demonstrated that no reasonable alternative exists;
e) Where intrusions into significant natural features do occur, make all reasonable attempts

to minimize the intrusions and their impacts and to locate such intrusions along peripheral areas of features to avoid fragmentation of the Natural Heritage System;

f) Cross valleys at their narrowest points, wherever possible;

g) Where culverts are used, utilize oversized box culverts placed below grade to provide aquatic and terrestrial linkages;

h) Ensure that the types of crossing structures as determined by the Master Environmental Servicing Plan maximize the preservation of natural habitat and permit natural animal movement; and,

i) Convey surface runoff to adjacent tablelands and not discharge from structures to the valleylands below.

10. Plan and install all public and private utilities approved for installation by the municipality on an integrated basis and use joint trench(es) and concurrent installations, wherever possible.

11. In order to reduce streetscape clutter, where feasible, integrate, group or combine public and private above ground infrastructure. Consideration should be also given to the use of joint utility poles and buried hydro facilities. Utility providers shall be required to provide innovative methods of containing utility services on or within streetscape features such as gateways, lamp posts and transit shelters.

12. Require the installation of private and public utilities as early as possible in the development approvals process in order to minimize disruption to the community.

13. Ensure that roadway lighting and outdoor lighting associated with development related to all land uses are directed to eliminate or minimize, to the extent possible, direct light trespass, glare or up light.

14. Recognize that hydro uses will have primacy of use on hydro corridors.

4.7

Employment

Balanced residential and employment growth in Central Pickering is intended to create an economically and fiscally sustainable community in the long term. The Central Pickering Development Plan establishes the location and anticipated built form of employment uses in the Development Planning Area. The Plan's flexibility in respect of the built form and range of employment uses in identified employment areas is intended to respond to changing business preferences and methods of production, which have brought a wider range of uses into employment areas over the past twenty years.

In Central Pickering, an added locational influence is the potential future airport, which may generate economic activity and demand for employment lands. The designation of employment lands in Central Pickering reflects this influence, with prestige employment areas located in proximity to the potential future airport and interchanges on Highway 407.

This Plan encourages the establishment of a high-speed, broad-band telecommunications network that links, over time, all homes, businesses, institutions and facilities in the Development Planning Area with the City of Pickering and the Greater Toronto Area, and allows for information, knowledge and skills to be widely shared and disseminated.

This Plan also accommodates a range of "population-serving" jobs that include personal services, retail employment, and institutional employment, such as the education, health care, and government sectors. Population-serving employment is typically dispersed throughout a community, as part of the fabric of residential and mixed-use areas. As such, the built form of population-serving employment will vary widely, from large retail areas to home-based personal service businesses. These uses will be located in various areas of the community, depending on the nature of the activity.

Objectives

Specific objectives of this Plan in respect of employment include the following:

1. Attract and sustain high quality employment opportunities that reflect the needs of the Central Pickering community, the City of Pickering and the Regional Municipality of Durham;
2. Provide sufficient opportunity for employment in the Development Planning Area to be balanced with population, with a ratio of approximately one job for every two residents;
3. Designate suitable employment lands for prestige employment uses in areas of high highway exposure and in proximity to the potential future airport;
4. Facilitate entrepreneurial employment and home-based employment by providing a range of opportunities for small businesses to grow and expand in appropriate settings within the new urban community;
5. Ensure that employment areas are easily accessible by vehicle, transit, bicycle and on foot;
6. Ensure that large employment uses adjacent to residential uses are adequately screened and/or separated by appropriate buffers to provide a visual barrier;
7. Separate employment uses generating substantial truck movements from residential uses, in order to minimize truck traffic through residential neighbourhoods; and,
8. Plan for a community that will accommodate 35,000 jobs.

Policies

In order to facilitate the implementation of these objectives, it is a policy of this Plan to:

1. Promote the potential for a strong live-work relationship by accommodating employment opportunities as follows:
   a) Primarily in mixed-use areas and employment areas as designated on Schedule 2 to this Plan;
   b) In institutional facilities and minor commercial nodes in all residential areas; and,
   c) As home occupations in all residential areas.

2. Require high performance standards for development and site design in the employment areas.
3. Ensure that employment areas are readily accessible by alternative modes of transportation, including vehicular, transit, bicycle and pedestrian.
4. Require, as a means to promote the timely marketing and disposition of provincially owned lands, the completion of a Highway 407 Economic Development Study prior to or coincident with the preparation of the first development proposal for an employment area within the lands designated for Prestige Employment. This study shall:
   a) Identify the priority location(s) within the Prestige Employment area for servicing, including transit;
   b) Identify the range of permissible uses, considering the long-term compatibility of these uses with the potential future airport;
   c) Evaluate the potential opportunities and constraints for the integration of a university/ college campus site, which is highly accessible by roads and served by transit, within or immediately adjacent to the employment lands. Specific consideration shall be given, in this regard, to the lands generally south of Highway 407 and adjacent to Brock Road;
   d) Establish appropriate zoning and design performance standards (to be implemented by the City of Pickering), including for transit-supportive facilities and road cross-sections;
   e) Identify the appropriate interface between the new land-uses and the Hamlets of Green River and Brougham, which may include buffering,, performance standards and land-use restrictions. In particular, identify the preferred uses for the parcels of land located on the west side of Sideline 16, north of Highway 407 and south of the Hamlet of Brougham; and,
   f) Identify the nature and form of employment uses that are expected to locate in the lands designated Prestige Employment in order to determine appropriate lot sizes and performance standards and transit service requirements, and to ensure that transit service can be provided to all major office and institutional uses. Consideration shall be given to identifying precincts for large and small employment parcels.

5. Allow appropriate retail and commercial uses in the following designations, as provided for in the City of Pickering's Official Plan: Low Density Areas, Medium Density Areas, Local Nodes, Community Nodes, Mixed Corridors and Prestige Employment. Large format retail warehouses are not permitted in Prestige Employment areas.
6. Provide retail and service commercial uses in the new urban community to serve the needs of residents and businesses, such that sufficient retail and commercial uses are planned to meet local needs, in forms and locations consistent with the objectives and policies of this Plan for urban design.
7. Identify and provide through the Neighbourhood Planning process, a hierarchy of retail and commercial uses for the new urban community that addresses, among other matters, city and region-wide market demand and supply considerations, and the City of Pickering's Official Plan policies with respect to the primacy of Downtown Core and Special Purpose Commercial Uses.
8. Require the City of Pickering and the Regional Municipality of Durham to work co-operatively with affected landowners in the Development Planning Area to assess and rationalize, through the preparation of a Seaton Retail Market Analysis Study, to be carried out in conjunction with the preparation of the first Neighbourhood Plan, the appropriate amount of retail floor space to serve the population in the Development Planning Area. In the event that it is determined that revisions are required to the size and locations of major retailing land uses within the urban community, these findings may be incorporated in the Neighbourhood Plans, without the need for an amendment to this Plan, provided the goals, objectives and policies of this Plan are met.

4.8

Housing and Mixed-Use

The Central Pickering Development Plan provides for a range of housing types and densities in the new urban community. Most of the building forms should be planned to relate directly to grade, and have a direct relationship to public streets. While the built forms are anticipated to be modest in scale, densities should be significant enough to support an active community and street life, including neighbourhood shops, social facilities and parks, as well as public transit.

Housing and mixed-use areas occupy parcels of tableland located within the new urban community and surrounded by the Natural Heritage System. These parcels are irregularly shaped, reflecting the natural topography of the area. As most parcels have been defined by existing drainage patterns, each falls within a single watershed.

The Plan anticipates the development of fifteen urban neighbourhoods in Seaton, one of which is associated with the existing Hamlet of Whitevale. The neighbourhoods range in size from approximately 40 to 80 hectares and each will accommodate from 3,000 to 5,000 persons. Generally speaking, neighbourhood boundaries can be reached in a five-minute walk, equivalent to 400 metres from their respective centres.

The urban community should be capable of growing and changing over time. Certain areas may remain vacant until the markets for higher-density housing begin to emerge – typically later in the development period. Other areas will be designed to accommodate lower-density mixed-use developments at the outset, but intensified later to meet anticipated changing demands for higher densities.

Objectives

Specific objectives of this Plan in respect of housing and mixed-use include the following:

1. Develop urban areas that create a sense of community, promote social interaction, and are aesthetically pleasing;
2. Provide for an adequate range of housing opportunities that respond to existing and future needs and characteristics of the anticipated population in terms of form, location, size, cost, and tenure;
3. Plan for a community with a population of up to 70,000 residents;
4. Create a transit-supportive community from the earliest stages of development by establishing a minimum density for residential development;
5. Develop mixed-use areas, which support a mix of higher-density residential uses in association with related commercial and institutional uses, and can be intensified over time; and,
6. Accommodate as many new residents as is possible under current and anticipated future market demands in order to accommodate forecast population growth associated with the Proposed Growth Plan for the Greater Golden Horseshoe.

Policies

In order to facilitate the implementation of these objectives, it is a policy of this Plan to:

1. Require the establishment of appropriate neighbourhood phasing strategies prior to permitting residential development.
2. Establish the following net residential maximum and minimum densities, expressed in dwelling units per net hectare:
   a) Local Nodes: over 40 and up to and including 80;
   b) Community Nodes: over 80 and up to and including 140;

c) Mixed Corridors: over 40 and up to and including 140;
d) Low Density Area: over 25 and up to and including 40;
e) Medium Density Area: over 40 and up to and including 80; and,
f) High Density Area: over 140 and up to and including 250.

3. Define the term "net residential density" as the total number of dwellings per hectare of net residential site area, and the term "net residential site area" as the total area of land within a development proposal that is designated for residential and ancillary purposes by this Plan, which, for draft plans of subdivision, includes the total residentially-designated area of all residential lots in the plan, but excludes public roads and widenings, public parks, non-developable land, school sites and similar public land areas. For the purposes of this Plan, "development proposals" must be prepared for entire neighbourhoods.

4. Prepare a strategy prior to the approval of Neighbourhood Plans detailing the means to achieve a 25% target of new residential units in housing forms considered affordable to low and moderate-income households. The strategy shall identify appropriate housing forms and shall be implemented through the Neighbourhood Plans. Contribution to the 25% target may vary by neighbourhood.

5. Require Neighbourhood Plans and policies to be prepared for each of the fifteen neighbourhoods. These Neighbourhood Plans shall include:
   a) Preparation of a pedestrian and bicycle systems plan based on the overall network developed through the Master Environmental Servicing Plan;
   b) Consideration of the previously completed archaeological and heritage assessments;
   c) Identification of drainage boundaries and stormwater management system/facility locations, type, preliminary sizing and discharge quantity, quality and sedimentation targets based on the findings of the Master Environmental Servicing Plan and functional servicing plans;
   d) Identification of detailed community facility requirements; and,
   e) Identification of environmental sustainability measures within select neighbourhoods.

6. Base detailed planning through the Neighbourhood Plans, plans of subdivision and site planning on the following principles:
   a) Creation of a compact neighbourhood structure with an appropriate mix of land-uses to serve local residents and visitors;
   b) Integration of commercial, residential, and employment uses – both horizontally and vertically – to ensure that neighbourhood centres are popular and active destinations, supported by transit and proximity to open space;
   c) Provision of a range of lot sizes within blocks to encourage a variety of housing types and sizes, and to maximize flexibility and options for future intensification particularly within mixed-use nodes and corridors;
   d) Consideration of pedestrian requirements for safety and comfort in the location and design of transit stops, day care centres and community facilities;
   e) Provision of the highest development density at the neighbourhood centres;
   f) Provision of variations in the design of blocks and streets around natural elements such as woodlots, creeks and topography, to enhance views and achieve a distinctive neighbourhood character;
   g) Permission for individual lot sizes to integrate elements of the surrounding natural and cultural heritage;
   h) Making the garage a subordinate element of residential development as part of the zoning and subdivision approval processes;
   i) Where appropriate, providing for laneways to support alternative garage locations; and,
   j) Ensuring that surface parking areas are not dominant features of mixed-use development.
7. Require Neighbourhood Plans to make provision for the realization of this Plan's objectives for higher density, transit supportive development by:
   a) Facilitating the early introduction of transit services, alternative transportation facilities and retail and service uses to accommodate residents' needs;

b) Setting achievable targets for the construction of higher density residential uses along transit spines;

c) Providing for financial incentives for the creation of higher density and/or affordable housing, such as reduced development charges and building permit and planning approvals fees; and,

d) Encouraging development intensification over time.

8. Require consideration of alternative means of providing for social, recreational or cultural amenities that enhance the quality of the natural or built environment and/or reflect sustainability benchmarks developed under this Plan.

5

Implementation

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This Plan builds upon the existing policy framework established in the Provincial Policy Statement, issued under Section 3 of the *Planning Act* and the Greenbelt Plan (Order-In-Council 208/2005). This Plan should be read in conjunction with these documents, as well as other applicable land-use planning policies, regulations and/or standards, as amended from time to time. Except as otherwise set out in this Plan, the policies of the Greenbelt Plan (Order-In-Council 208/2005) are applicable for the lands included in the Duffins Rouge Agricultural Preserve. Except as otherwise set out in this Plan and as provided for in the Greenbelt Plan (Order-In-Council 208/2005), the policies of the Provincial Policy Statement are applicable for the lands included in the Development Planning Area.

This Plan relies on definitions contained in the Provincial Policy Statement and the Greenbelt Plan (Order-In-Council 208/2005) where those terms are used in this Plan. This Plan must be read in its entirety as existing or proposed land-uses may be subject to policies within different sections of the Plan.

5.1

Implementation Process for the Urban Community

The achievement of the goals and objectives of the Central Pickering Development Plan will rely upon the effective implementation by public agencies at both the provincial and municipal levels and by that part of the private sector affected by the Plan. The development of the urban portion of the Central Pickering community will proceed with the preparation of detailed Neighbourhood Plans for each of the defined neighbourhoods based on the City's planning policies and the land-use framework and policies defined by this Plan.

The implementation process for the urban community portion of this Plan will be as follows:

1. Neighbourhood Plans will conform to the policies of this Plan. The preparation of detailed Neighbourhood Plans, implemented by amendment to the City of Pickering's Official Plan, will be required prior to or concurrent with the approval of individual plans of subdivision or other forms of development approvals.
2. As part of the preparation of the Neighbourhood Plans, the City of Pickering and development proponents shall have regard for Schedules 6, 7, 8 and 9, which are intended to provide guidance as to the nature and content of Neighbourhood Plans and, together with the policies of this Plan, provide a vision for achieving the goals and objectives of this Plan. These Schedules are not intended to be regulatory in nature, but rather serve as examples of the key principles and policies to be addressed by the Neighbourhood Plans.

3. It is a policy of this Plan that the scope of Chapter 11 of the City of Pickering's Official Plan, which provides policies for each of the City's 15 existing urban neighbourhoods, be amended to include the fifteen neighbourhoods (as set out in the diagram on page 79) in the urban portion of Central Pickering as shown on Schedule 2 of this Plan. The detailed Neighbourhood Plans will be prepared in accordance with the requirements of this Plan, the Official Plan of the Regional Municipality of Durham and the Official Plan of the City of Pickering. The Neighbourhood Plans will form the basis for amendments to the City of Pickering's Official Plan, Part III – Chapter 11.

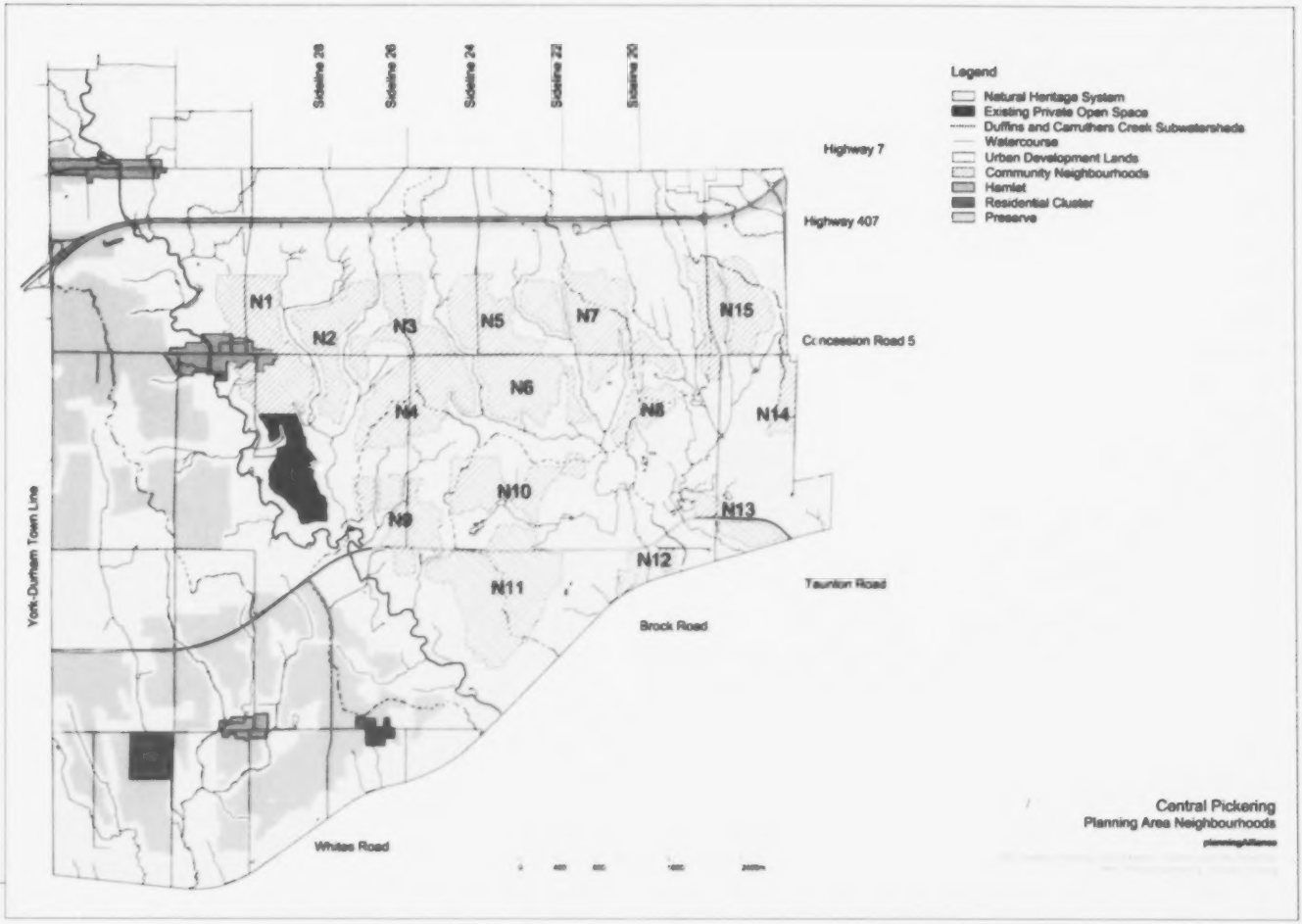
4. Neighbourhood Plans will be circulated to the Ministry of Municipal Affairs and Housing for comment and review in order to assess conformity with this Plan. The Neighbourhood Plans, as amendments to the City of Pickering's Official Plan, will be required to conform to this Plan and implement the provincial goals, objectives and policies as set out in this Plan.

5. It is a policy of this Plan to require, prior to or concurrent with the approval of Neighbourhood Plans, the implementation of appropriate measures and financial agreements, including front-ending agreements, cost-sharing agreements and development charges, to ensure that the development of the community does not cause a financial burden on either the City of Pickering or the Regional Municipality of Durham with respect to facilities, services and infrastructure. The cost of development of community services and facilities should be fairly shared by all benefiting parties through appropriate conditions of development approval, and be consistent with the results of a Fiscal Impact Study to be carried out for the City of Pickering and the Regional Municipality of Durham, it being a policy of this Plan that the Fiscal Impact Study be completed prior to or concurrent with the approval of the first Neighbourhood Plan.

6. It is a policy of this Plan that the preparation, review and approval of development applications within the Central Pickering community will be carried out with a view to achieving six broad sustainable community principles. These principles include:
   a) fostering a healthy natural environment;
   b) encouraging a healthy built environment;
   c) ensuring economic health;
   d) creating opportunities for education and public awareness;
   e) fostering social and cultural well-being; and
   f) providing appropriate measures for monitoring and measuring success.

Neighbourhood Plans shall integrate these principles through the identification of short-, medium- and long-term actions that address these principles. Performance measures, which shall be established by the City of Pickering, in consultation with landowners and other interested stakeholders, should be incorporated in the Neighbourhood Plans and will play a role in the on-going assessment of the Plan's success at achieving sustainability. These measures shall include benchmarks for energy conservation, building and community design, cultural heritage conservation, accessibility for the disabled, air quality, human health promotion and environmental net gain.

It is the intention of this Plan that the Neighbourhood Planning process and subsequent plan of subdivision approvals build on the existing local planning approval process and procedures and the local expertise in the implementation of planning documents.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Sideline 22
Sideline 20
Highway 7
Highway 407
Concession Road 5
Taunton Road
Brock Road
Whites Road
York-Durham Town Line
N1
N2
N3
N4
N5
N6
N7
N8
N9
N10
N11
N12
N13
N14
N15
Legend
Natural Heritage System
Existing Private Open Space
Duffins and Carruthers Creek Subwatersheds
Watercourse
Urban Development Lands
Community Neighbourhoods
Hamlet
Residential Cluster
Preserve
Central Pickering
Planning Area Neighbourhoods

5.2

City of Pickering's Official Plan

This Plan has been prepared in anticipation of implementation through a series of amendments to the City of Pickering's Official Plan. land-use designations and policies were crafted in a manner to be consistent with the format and style of the City of Pickering's Official Plan. Future amendments to the City of Pickering's Official Plan as it relates to the urban community in Central Pickering will occur as the neighbourhoods are developed, requiring Neighbourhood Plans to be integrated into Chapter 11 of the City of Pickering's Official Plan.

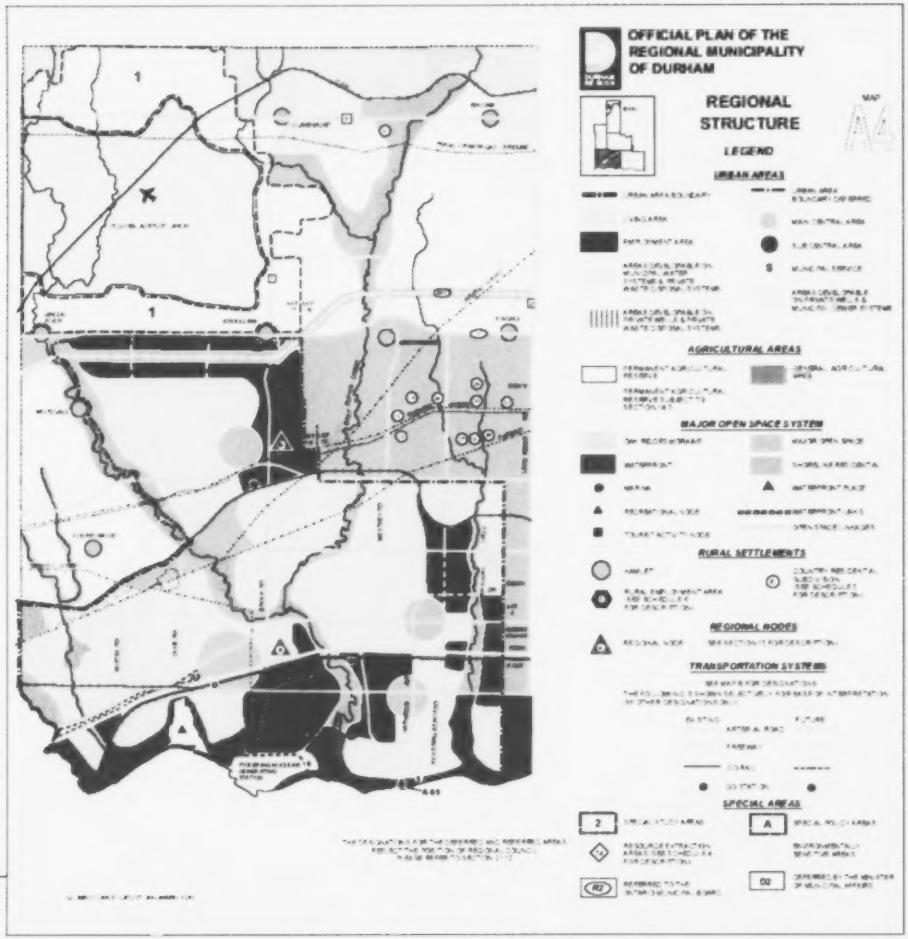
The Plan for Central Pickering's urban community contains objectives that establish the provincial interest in the long-term development of the community.

The land-use designations in the current City of Pickering's Official Plan that will implement this Plan are Local Nodes, Community Nodes, Mixed Corridors, Prestige Employment, Low Density Areas, Medium Density Areas, Active Recreational Areas, Agricultural and Natural Areas. The overall land-use structure found in the City of Pickering's Official Plan as it relates to the new urban community is consistent with this Plan.

5.3

Regional Municipality of Durham's Official Plan

The Regional Municipality of Durham's Official Plan is a high-level plan that helps coordinate and set the stage for more detailed land-use planning by area municipalities. As a high level plan, the primary concern is consistency between Durham's land-use designation for Central Pickering and that found in this Plan. The urban community lands in Central Pickering are designated as an urban area in the Regional Municipality of Durham's Official Plan, making the two plans consistent, and in conformity with each other, with the exception of a small area north of Greer River, which should be included in the next Regional Official Plan Amendment review.



Regional Municipality of Durham
Official Plan (excerpt of Map A4) — March 2004

5.4

Accommodating and Monitoring Change

As described above, further detailed planning and technical work are anticipated and required in order to implement this Plan, including the Master Environmental Servicing Plan, Neighbourhood Plans, functional servicing studies and environmental assessments.

In the course of completing this work, information may become available that requires minor adjustments to the Schedules contained in this Plan. There may be linear facilities that require some relocation or alternative crossings or associated facilities that are not shown on the Schedules. These may require more or less area than that designated on the Schedules, such that the precise location and limits cannot be determined until detailed studies are undertaken.

It is a policy of this Plan that such adjustments may occur through the creation of Neighbourhood Plans without the need for an amendment to this Plan, provided that the proposed adjustment is necessary to:

1. Preserve natural vegetation or other environmentally significant features or functions;
2. Preserve a cultural heritage resource;
3. Accommodate stormwater management facilities;
4. Accommodate sewer and water services;
5. Accommodate road improvements; and/or,
6. Accommodate major transit routes or facilities.

In addition, the boundaries and alignments of the land-use designations shown in Schedule 2 are approximate, and provided the general purpose and intent of the Plan is maintained, minor adjustments may be made without amendment to the Plan except where such boundaries are established by fixed features such as railways, highways and roads, lot and concession lines, or property lines. As part of the preparation of Neighbourhood Plans, minor modifications to the land use boundaries may be considered to reflect differences in scale and levels of detail or to better integrate natural and urban land uses so as to achieve a more compact efficient urban form, provided such modifications do not negatively impact the Natural Heritage System or natural features and functions.

It is a policy of this Plan that the goals, objectives, policies and accompanying Schedules contained herein shall be reviewed every five years by the Minister of Municipal Affairs and Housing. The purpose of this review will be to assess the relevance and currency of the Plan, including the scope of coverage of the Development Planning Area, in light of the changing market, demographic, social, environmental and economic conditions within Central Pickering. The review should also consider what, if any, remedial or adaptive measures need to be undertaken through amendment to the Plan to address environmental and public safety conditions and any other appropriate matters that may have changed since the Plan's approval based on experience in monitoring build out of the community. Such monitoring shall be a shared responsibility of landowners, the Province, municipalities, relevant public agencies and interested members of the public. Subject to following the requirements of the *Ontario Planning and Development Act, 1994*, the need for an amendment to the Central Pickering Development Plan will be determined by, and at the sole discretion of, the Minister of Municipal Affairs and Housing.

5.5

Implementation Process for the Duffins Rouge Agricultural Preserve

The achievement of the agricultural goal, objectives and policies of this Plan will rely upon the effective implementation by public agencies at both the provincial and municipal levels and by that part of the private sector affected by the Plan. In this regard and to ensure that there is a model for implementation, the Regional Municipality of Durham shall give consideration to the matters outlined below that can serve as the basis for supporting a healthy and productive agricultural industry within the Duffins Rouge Agricultural Preserve. To assist in this regard, the Regional Municipality of Durham may call upon the Durham Agricultural Advisory Committee to provide input regarding implementation of this Plan.

Specifically, the Region shall consider:

1. Identifying partnerships to ensure the long-term viability of the Preserve designation and agricultural practices more generally in the Duffins Rouge Agricultural Preserve through such means as co-operative initiatives, land securement mechanisms such as land trusts or easements, production of healthy products for consumers who value locally-grown food, promotion of agri-tainment opportunities, and identification of non-traditional products such as nutraceuticals and bio-based products;
2. Identifying ways to facilitate adoption of sustainable farm and forestry practices including mandatory and voluntary Best Management Practices, like Nutrient Management Plans and Strategies, Environmental Farm Plans and source water protection measures;

3. Promoting opportunities for the Duffins Rouge Agriculture Preserve to become a centre for excellence in the field of agricultural and related industry research;
4. Advising on strategies to connect producers within the Duffins Rouge Agricultural Preserve with local markets, including retailers and restaurants; and,
5. Identifying strategies for ensuring safe movement of farm vehicles.

In respect of identifying implementation actions and strategies that would achieve the intent of this Plan and the above matters, consideration shall be given to the Greater Toronto Area Agricultural Action Plan dated February 2005.

Applications for planning approvals in the Duffins Rouge Agricultural Preserve will proceed at the City or Regional level subject to conformity with this Plan.

6

Schedules

Schedule 1: Central Pickering Development Planning Area
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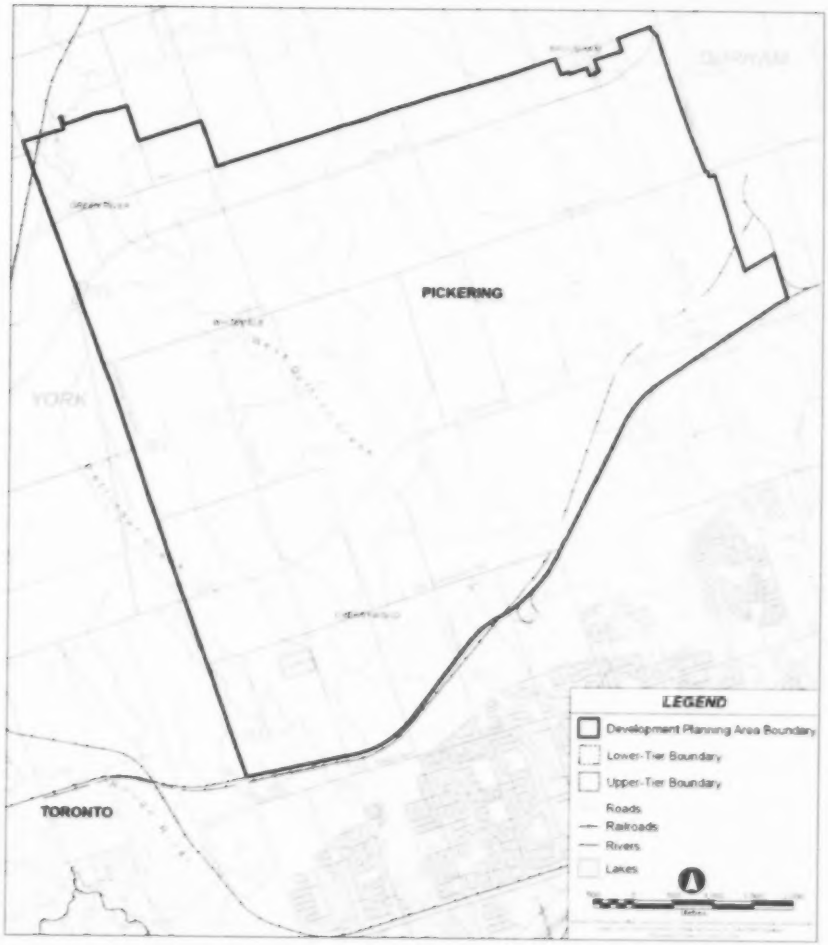
Schedule 2: Land-Use
page 90

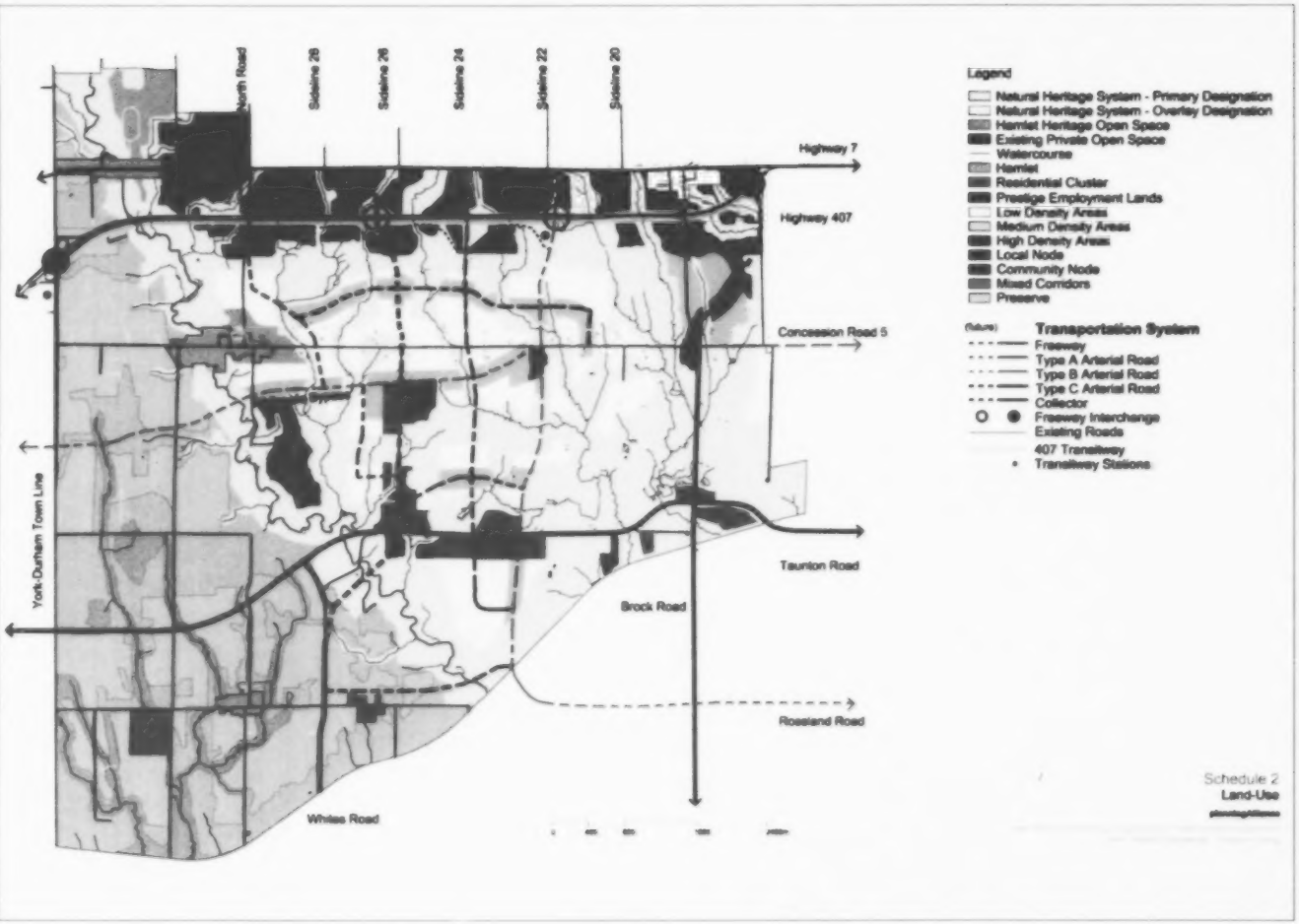
Schedule 3: Natural Heritage System
page 91

Schedule 4: Transportation Network
page 92

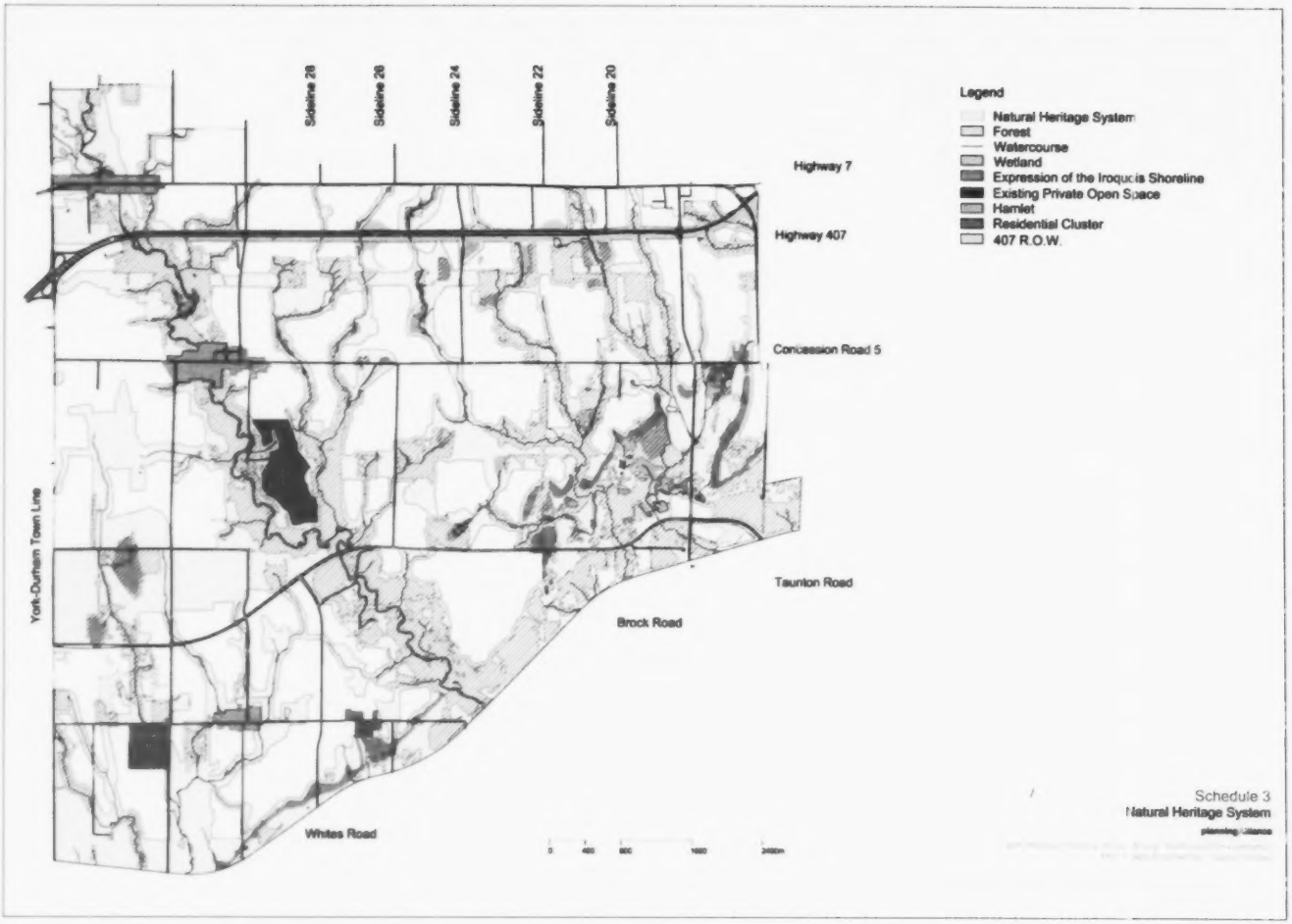
Schedule 5: Servicing System
page 93



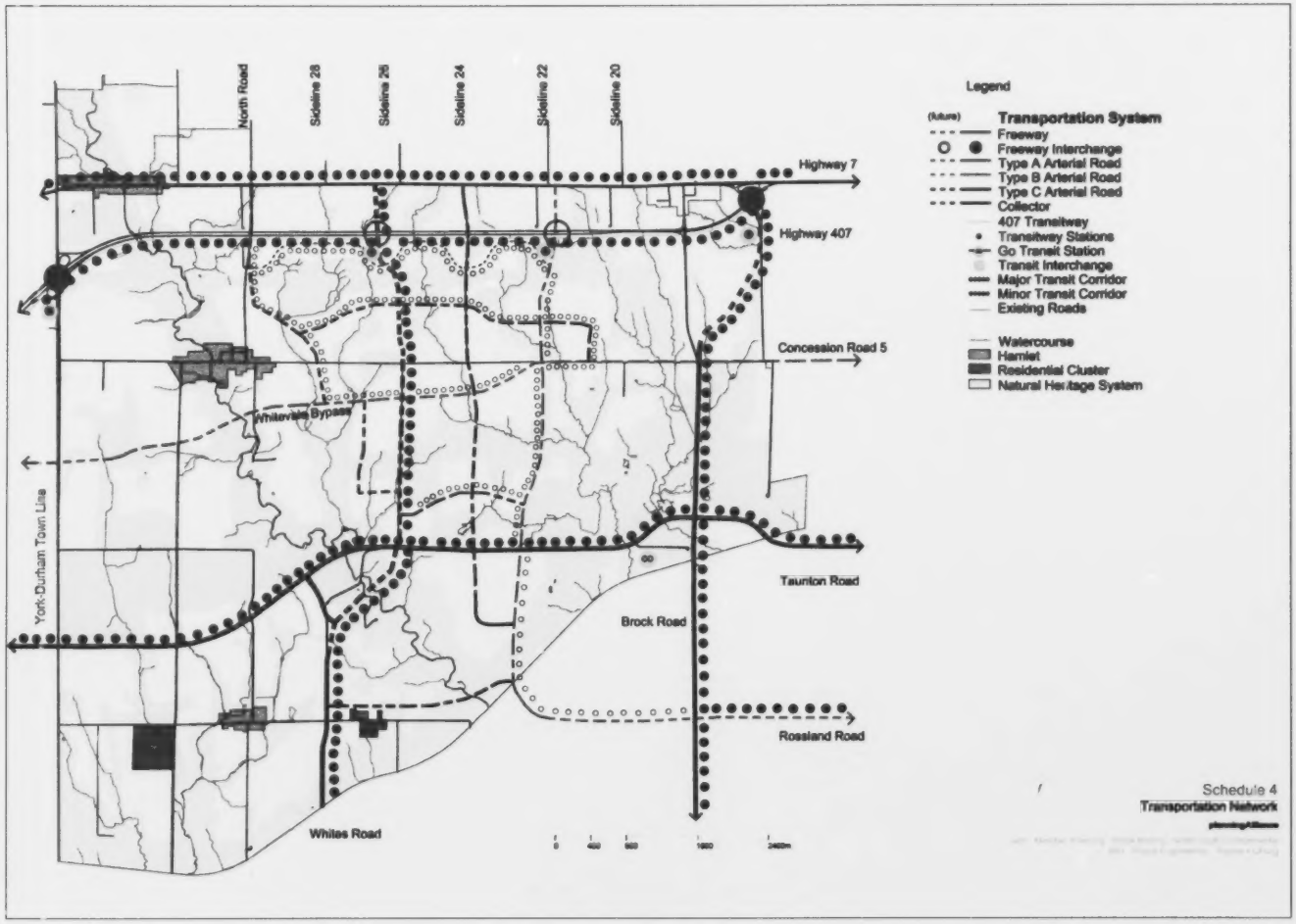
Schedule 1: Central Pickering Development Planning Area



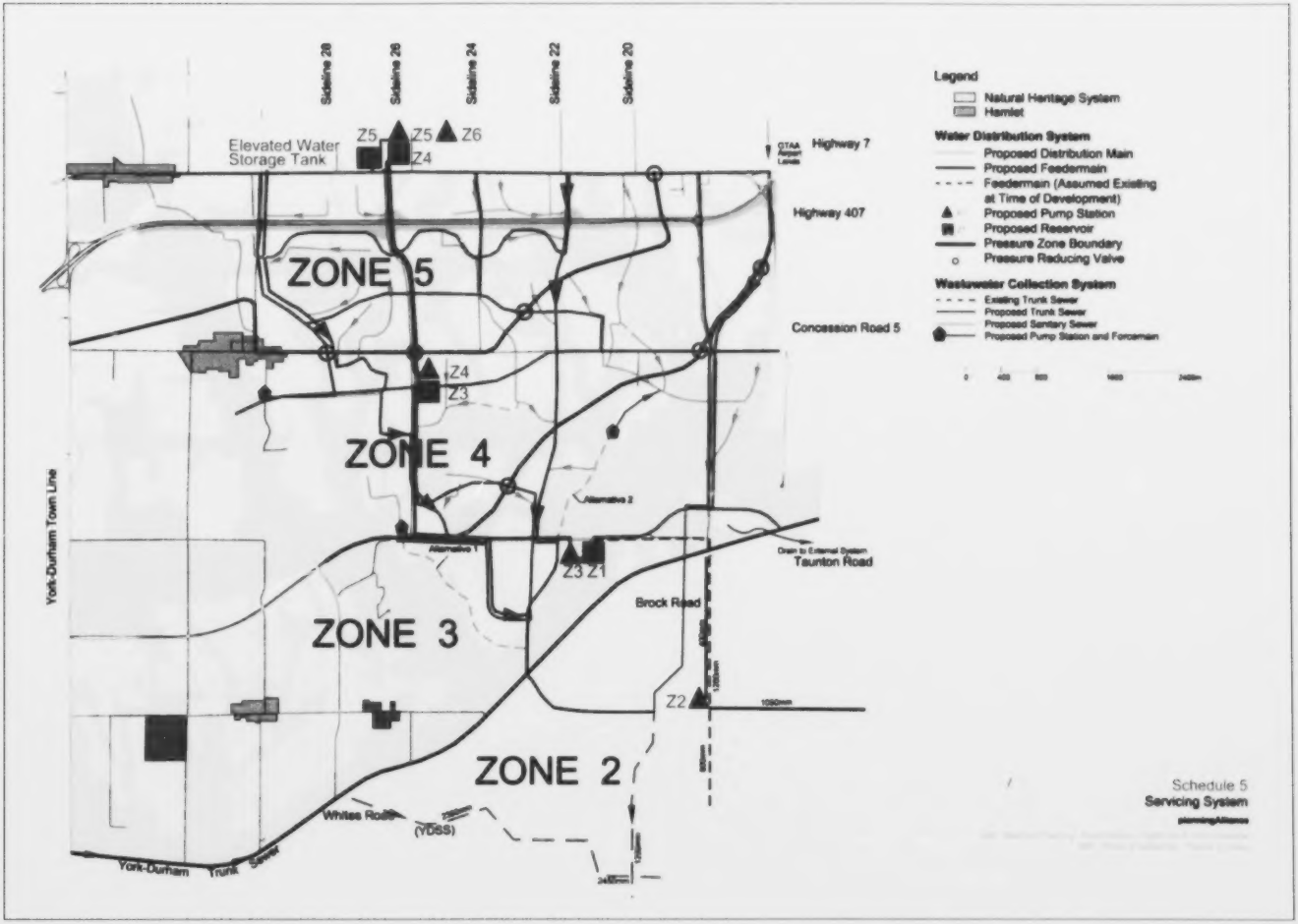
Schedule 2: Land-Use



Schedule 3: Natural Heritage System



Schedule 4: Transportation Network



Schedule 5: Servicing System

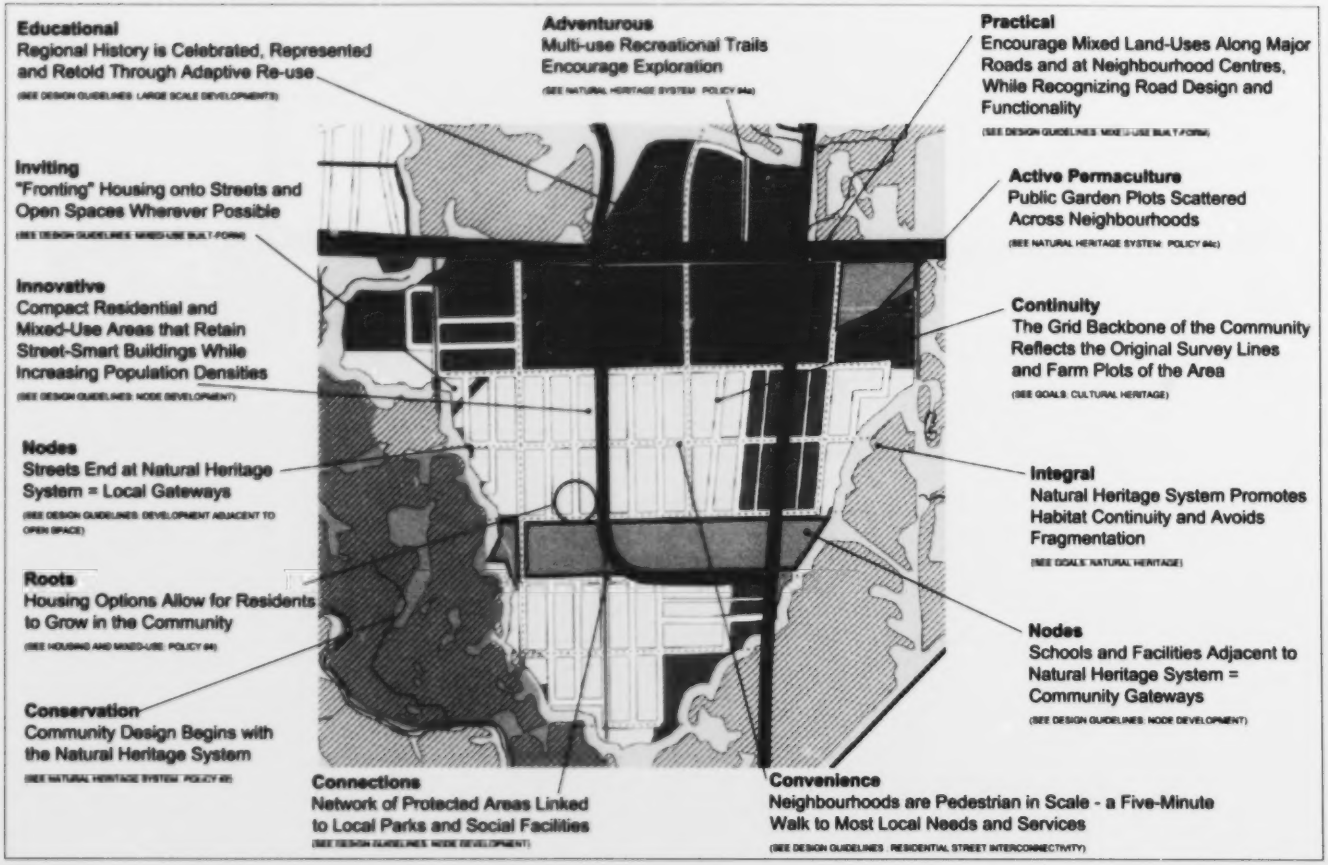
7

Neighbourhood Planning Guidelines

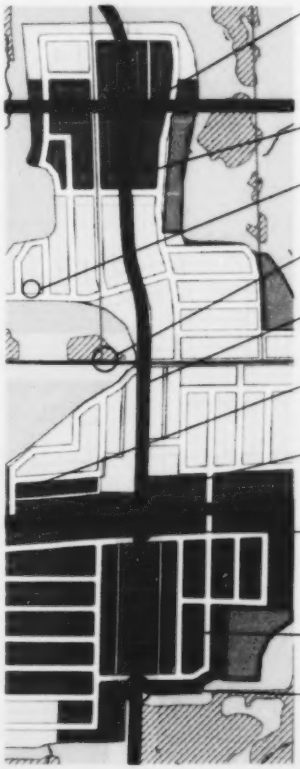
Schedule 6: Neighbourhood Planning Guidelines – Gateway Neighbourhood
page 95

Schedule 7: Neighbourhood Planning Guidelines – Central Neighbourhood
page 96

Schedule 8: Neighbourhood Planning Guidelines – Employment Lands
page 97


Educational
Regional History is Celebrated, Represented and Retold Through Adaptive Re-use
(SEE DESIGN GUIDELINES: LARGE SCALE DEVELOPMENTS)
Adventurous
Multi-use Recreational Trails Encourage Exploration
(SEE NATURAL HERITAGE SYSTEM: POLICY 84a)
Practical
Encourage Mixed Land-Uses Along Major Roads and at Neighbourhood Centres, While Recognizing Road Design and Functionality
(SEE DESIGN GUIDELINES: MIXED-USE BUILT-FORM)
Inviting
"Fronting" Housing onto Streets and Open Spaces Wherever Possible
(SEE DESIGN GUIDELINES: MIXED-USE BUILT-FORM)
Active Permaculture
Public Garden Plots Scattered Across Neighbourhoods
(SEE NATURAL HERITAGE SYSTEM: POLICY 84c)
Innovative
Compact Residential and Mixed-Use Areas that Retain Street-Smart Buildings While Increasing Population Densities
(SEE DESIGN GUIDELINES: NODE DEVELOPMENT)
Continuity
The Grid Backbone of the Community Reflects the Original Survey Lines and Farm Plots of the Area
(SEE GOALS: CULTURAL HERITAGE)
Nodes
Streets End at Natural Heritage System = Local Gateways
(SEE DESIGN GUIDELINES: DEVELOPMENT ADJACENT TO OPEN SPACE)
Integral
Natural Heritage System Promotes Habitat Continuity and Avoids Fragmentation
(SEE GOALS: NATURAL HERITAGE)
Roots
Housing Options Allow for Residents to Grow in the Community
(SEE HOUSING AND MIXED-USE: POLICY 84)
Nodes
Schools and Facilities Adjacent to Natural Heritage System = Community Gateways
(SEE DESIGN GUIDELINES: NODE DEVELOPMENT)
Conservation
Community Design Begins with the Natural Heritage System
(SEE NATURAL HERITAGE SYSTEM: POLICY 85)
Connections
Network of Protected Areas Linked to Local Parks and Social Facilities
(SEE DESIGN GUIDELINES: NODE DEVELOPMENT)
Convenience
Neighbourhoods are Pedestrian in Scale - a Five-Minute Walk to Most Local Needs and Services
(SEE DESIGN GUIDELINES: RESIDENTIAL STREET INTERCONNECTIVITY)

Schedule 6: Neighbourhood Planning Guidelines – Gateway Neighbourhood



Smart
Density of Housing Supports Public Transit Use
(SEE TRANSPORTATION NETWORK POLICY #2)

Compact
Medium to High Density Residential Areas Reduce Sprawl
(SEE HOUSING AND MIXED-USE POLICY #2)

Reflective
Significant Heritage Features are Retained and Carefully Integrated in Urban Fabric
(SEE CULTURAL HERITAGE POLICY #1)

Respectful
Local Memory Commemorated in Protected Buildings, Hedgerows and Landscapes
(SEE CULTURAL HERITAGE POLICY #1)

Inviting
Commercial Main Streets With Green Boulevards and Wide Sidewalks
(SEE DESIGN GUIDELINES: MIXED-USE MAIN STREETS)

Diverse
Mixed-Use Will Have the Highest Concentrations of Activity in the Community, Along With Diverse Community Services and Facilities
(SEE HOUSING AND MIXED-USE POLICY #6a)

Innovative
Locating Higher Densities Along Major Roads and Around Open Spaces
(SEE HOUSING AND MIXED-USE POLICY #6g)

Vibrant
Main Streets Thrive With Commercial and Residential Opportunities
(SEE DESIGN GUIDELINES: MAJOR ROADS)

Efficient
Live/Work Lifestyle = Less Commuting + More Time for Family and Friends
(SEE EMPLOYMENT POLICY #1)

Connected
Active Shopping Areas and Green Corridors Promote Social Interaction
(SEE SOCIAL, INSTITUTIONAL, OPEN SPACE AND RECREATIONAL FACILITIES POLICY #1b)

Schedule 7: Neighbourhood Planning Guidelines – Central Neighbourhood

Innovative
Employment Areas are Flexible and Adaptive to Changing Local Conditions

(SEE EMPLOYMENT POLICY #4b)

Potential
Proposed Transportation Facilities - Highway 407 and the Pickering Airport - will Catalyze the Development of Employment Lands

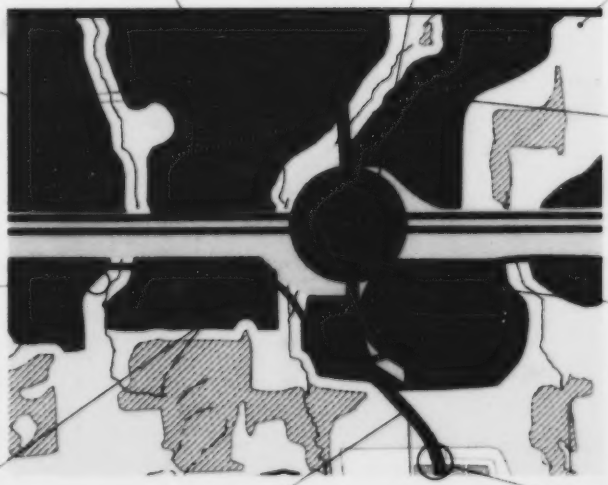
(SEE TRANSPORTATION NETWORK OBJECTIVE #3)

Balanced
Target Employment of One Job for Every Two Residents

(SEE EMPLOYMENT OBJECTIVE #2)

Ecology
Natural Heritage Corridors Promote Migration of Plants and Animals

(SEE NATURAL HERITAGE POLICY #3)



Possibilities
Range of Employment Opportunities From Prestige Office to Home-Based

(SEE EMPLOYMENT OBJECTIVE #4)

Integrated
Neighbourhoods are Interwoven Within Natural Heritage System

(SEE DESIGN GUIDELINES: NATURAL AREAS AND INTERFACES)

Options
Street Design Encourages Transit and Bicycle Use as Alternative to Driving

(SEE DESIGN GUIDELINES: NEIGHBOURHOOD STREETS AND EMPLOYMENT POLICY #3)

Choices
Range of Employment Areas Allow for Diversity of Potential Uses

(SEE EMPLOYMENT POLICY #4)

Respectful
Natural Heritage Crossings by Infrastructure are Minimized and Located in Areas of Low Impact

(SEE NATURAL HERITAGE POLICY #4)

Live/Work
Residents can Live in Close Proximity to Places of Work

(SEE EMPLOYMENT OBJECTIVE #1)

Schedule 8: Neighbourhood Planning Guidelines – Employment Lands

8

Urban Design Guidelines

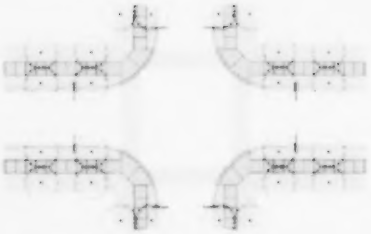
Schedule 9: Urban Design Guidelines
page 99

Access and Circulation 1

Intersections and Crosswalks (e.g., local - collector)

Guidelines:

-Each intersection should include a designated crosswalk area to enable comfortable and safe pedestrian crossing.
-Pedestrian crossings must be highly visible to motorists and include appropriate signage.
-Crosswalks should be continuous and connected to adjacent sidewalks.
-Crosswalks should be marked, stamped, or paved to differentiate pedestrian area from road.
-Crosswalks may be combined with flared sidewalks at intersection.
-Crosswalks should be at least 2m in width.

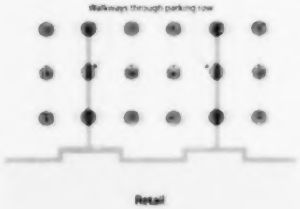


Crosswalks at Intersection

Parking Lot Walkways

Guidelines:

-Parking areas should incorporate pedestrian walkways to enable safe and direct movement to principal building entrances.
-Walkways should be provided along main drive aisles and as a means to define smaller parking 'courts' within larger parking areas.
-Pedestrian movement within drive aisles should be minimized.
-Walkways should be provided through parking bays and include 1.5m Sidewalks and 1.5m Landscaping Zone.
-Walkways should include amenities such as benches, trash receptacles and human scale lighting.
-Walkways across drive aisles should be differentiated from driving surfaces through surface materials.

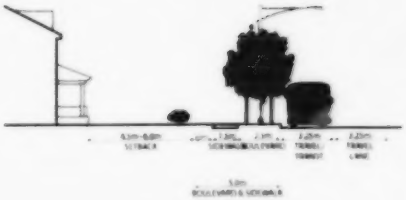


Access and Circulation 2

Transit and Transport

Guidelines:

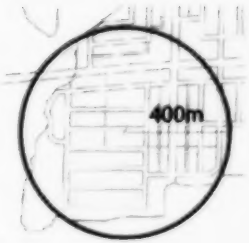
-Bus stops should be located conveniently for pedestrian access.
-Bus stops should be located in close proximity to activity nodes, such as commercial retail areas.
-Far-side stops are encouraged for safety and efficiency.
-Bus stops should be located near building entrances.
-Bus stops should include shelters for weather protection, with sufficient shelter for 10–15 people.
-Bus shelters should include basic amenities, including seating, trash receptacles, lighting, bike parking and route information.
-Bus shelters should be located between 1m and 3m from curb.
-Inter-modal link between bike and public transit should be provided.



Residential Street Interconnectivity

Guidelines:

-Streets should be interconnected to provide options for direct access to adjoining areas. Cul-de-sacs and dead-end streets should not be permitted except where no practical alternatives are available.
-Blocks should generally be no greater than 200m in length.
-Blocks greater than 250m in length should include a mid block pedestrian link.
-Residential streets should provide sidewalks on both sides of the street and bicycle lanes (where appropriate) as identified through the update to the City's Pedestrian and Bicycle Master Plan.
-Street structure based on the modified grid allows for easy access to neighbourhood centres within a five minute walking distance (400m).



Access and Circulation 3

Mixed-Use Main Streets

Guidelines:

-All commercial areas should have sidewalks and bike lanes on both sides of the street.

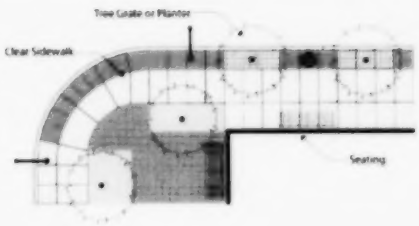
-Commercial street sidewalks should be at least 2.0m wide, but 3.0m is preferred.

-A full range of pedestrian amenities should be provided including street lighting, furniture, trash receptacles, banners, art, special paving, along with historical elements and cultural references to promote a sense of place.

-Pavement advertising should not obstruct clear and safe movement along the sidewalk.

-The curb edge may be constructed of a different material such as brick to identify the limits of the sidewalk for visually impaired pedestrians.

-Sidewalks should include bike lanes of 1.5m in width.



Natural Heritage Trails

Guidelines:

-The location and design of a trail should be functional, safe and environmentally sustainable.

-Trail system design should consider the purpose for the trails, and types of activities and users.

-Trails should be developed to not only promote community health but also education, and may provide opportunities for sensitive exposure to natural and cultural and historical resources, conservation and management features, and wildlife observation.

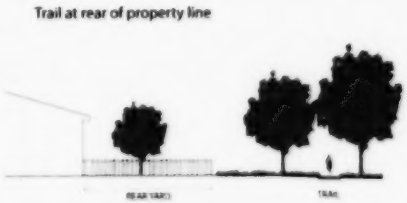
-Scenery and vistas are important and should be incorporated into the trail system design.

-Urban trails should generally be located within close proximity of populated areas for safety.

-Trail surfaces should be permeable to minimize runoff.

-Trails should continue from sidewalks and end at crosswalks.

- incorporating historic "scenic vistas" into trail system design should be maximized.



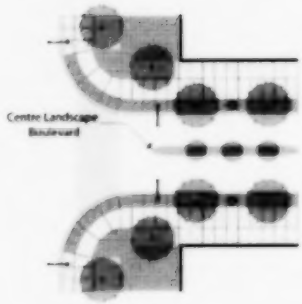
Schedule 9: Urban Design Guidelines — Access and Circulation 3

Access and Circulation 4

Major Roads

Guidelines:

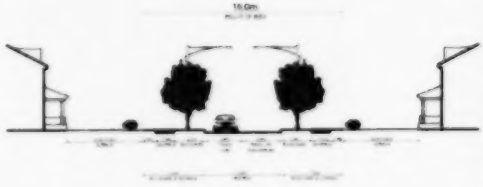
-Landscaped boulevards should be used where 'green' linkages are desirable or required, such as roads with a wider right-of-way, commercial retail streets, roads adjoining or connecting parks and open spaces, etc.
-Landscaped boulevards should be at least 2.5m wide.
-Trees should be planted generally every 6 ~ 9m and low level plantings such as flower beds, shrubs, and lawns may also be included.
-Boulevards can be used to prevent left turn movements.
-Boulevard crossings should be possible for emergency vehicles.
-Alternatives to grass should be used to minimze maintenance and watering.



Neighbourhood Streets

Guidelines:

-Alternative standard (narrow) streets are suitable for local residential streets, or to connect existing residential neighborhoods.
-Narrow streets slow traffic and reduce vehicular accidents, and increase neighborhood safety.
-Narrow streets also reduce impervious surfaces, which result in less runoff and more efficient storm-water management.
-Pavement width may be reduced to 7m, providing 2 lanes of traffic. 1 traffic lane is shared with on-street parking.
-Alternative standard streets must be designed to facilitate access by emergency vehicles.

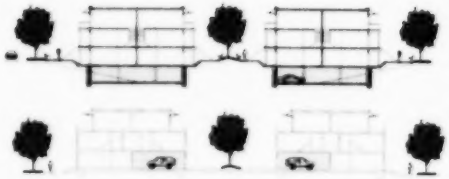


Built Form 1

Residential Parking

Guidelines:

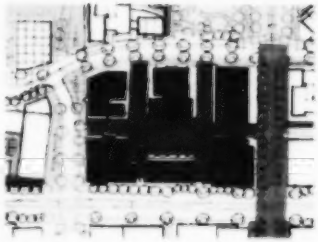
-Car parking should be designed to enable safe and convenient access to and from parking areas.
-Priority should be given to pedestrians through the use of well-designed, attractive and direct pedestrian routes to main building entrances.
-Parking areas should be designed to maintain low traffic speeds, considering the needs of other users, such as cyclists and service vehicles.
-Pedestrian entrances to parking areas should be combined with exposed communal spaces to allow for casual surveillance opportunities.
-Access to below grade parking should be either from the side or rear of the building(s).



Shared Open Space and Amenities

Guidelines:

-Residents should have safe and efficient access to usable open space, whether public or private, for recreation and social activities.
-Appropriate shared amenity spaces may include playgrounds, parkettes, gardens, patio, a fountain, etc.
-The design and orientation of amenity areas should take advantage of available sunlight and should be sheltered from the wind, noise and traffic of adjacent streets or other incompatible uses.
-Amenity spaces should be conveniently located for the majority of units.
-Children's play areas should be visible from residential units for safety.



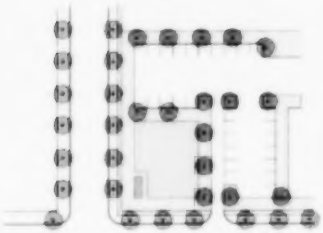
Built Form 2

Node Development

Guidelines:

-Buildings should be located at each corner of the intersection to frame the street edge.
-Developments should provide a "focal point".
-Building setbacks to adjacent streets should be less than 5m.
-The main public entrance should address the street with the second entrance facing the parking area.
-Off-street parking should be located at rear of building and incorporate extensive landscaping.
-Public amenity areas should include seating, trash receptacles, special pavements, human scaled lighting, and landscaping.
-Structured parking should be preferred to increase the viability of the node through density and variety.

Corner Condition



Mixed-Use Built Form

Guidelines:

-Mixed-use buildings should be oriented towards the street.
-Sidewalks and boulevard should, where appropriate, include streetscape amenities and connections to adjacent commercial and residential districts.
-Upper levels should have expressive design features that give the building a residential scale.
-Mixed-use parking areas should be located at the rear or below grade.

Built Form 3

Community Node Surface Parking

Guidelines:

Off-street parking provided between the primary street and primary building frontage should not exceed 50% for large format commercial and 10% for street commercial developments.

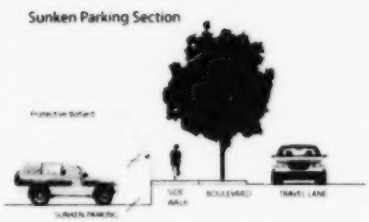
Deep setbacks behind large expanses of parking areas should be avoided.

Off-street parking should incorporate pedestrian walkways and landscaping.

Parking areas adjacent to public streets should be buffered by a landscaping area of 3m in width.

Parking areas may be sunken to reduce visual impact from adjacent areas and streets.

Sunken Parking Section



Gateways

Guidelines:

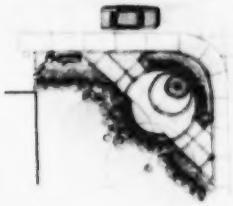
Sensitive and compatible gateway treatments may be used to identify the entry to a unique place such as a historic district, commercial area, residential neighborhood, etc.

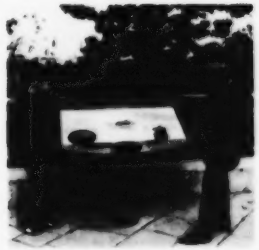
The gateway location, scale, and design should complement adjacent land uses and developments.

Gateways should be distinguished by special landscape treatments and may include signage, lighting, art and/or historic markers, landmark buildings, open space/square, special paving and seating, etc.

Gateways should be designed as high quality public spaces to encourage community and visitor uses and recognition.

Intersection landscaping as a Gateway





Open Space and Amenities 1

Street Trees

Guidelines:

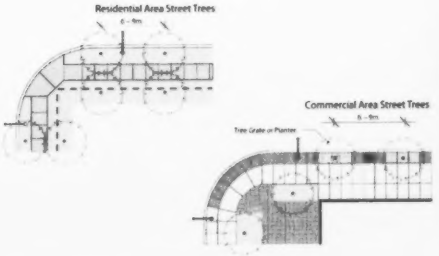
-Street trees should be planted to provide visual and natural connection to existing open spaces, parks, and community assets.

-Street trees should be planted on both sides of the street and within central medians where available.

-Street trees in residential areas should be planted within boulevards. However, in higher density develpment areas, trees should be planted within a tree grate or planting box to protect roots.

-Trees should not obstruct sight lines at intersections.

-Street trees should generally be planted every 6 ~ 9m on center.



Development Adjacent Open Space

Guidelines:

-Road and lot configuration should be designed to maximise public exposure to open space and natural features.

-Some rear lotting may be used to protect sensitive environments from direct public access. However, mid block connections through to open spaces can be provided where appropriate.

-Cul-de-sacs should be minimised but may be permitted.

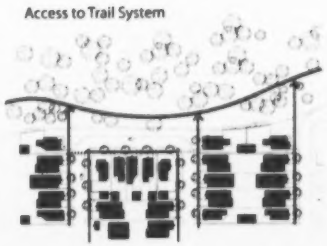
Street and Open Space Interface Options

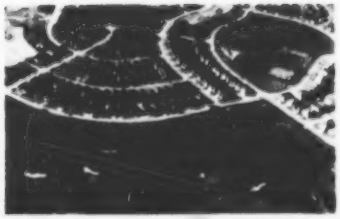
Open Space and Amenities 2

Bicycle and Trail Connections

Guidelines:

-Neighbourhoods should have strong physical connections and links into parks and other open spaces.
-Where streets are located adjacent to open space, pedestrian and bicycle crossings should be provided as an extension to the sidewalk.
-Crosswalks into adjacent open spaces should be clearly designated for safety.
-Bicycle and trails should be located within view of adjacent development.
-Trails and paths should include lighting where appropriate.
-Trail and pathway entrances should include bollards to prevent vehicular access (removable for emergency vehicles).
-Trails should be sited to prevent encroachment onto sensitive areas.

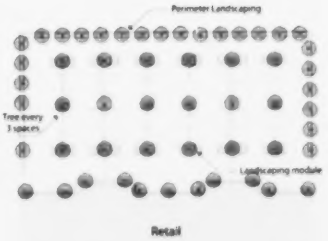




Parking Lot Landscaping

Guidelines:

-Landscaping planters and modules should be located at each end of the car parking aisle.
-Trees should be planted a minimum of every 3 car spaces within walkways for pedestrian and vehicle shade and comfort.
-Landscaping should be incorporated at the perimeter of all parking areas. The perimeter landscaping area should be at least 3m wide and include trees planted at intervals of 6~9m.
-Landscaping should be used to identify access gateways and other site features such as public spaces, and transit facilities.
-Landscaping should be used to screen loading areas and blank walls.



Site Sustainability 1

Natural Areas and Interfaces

Guidelines:

- Design strategies to ensure the continued protection of natural areas at the urban edge should be implemented.
- The site plan should encourage the reconnection of natural areas and corridors. Native species should be planted in interface areas.
- Conservation areas and linkages should be designed with fauna and flora in mind, mitigating the impacts to which they may be especially sensitive (salt, noise, light).
- Opportunities should be explored to increase the overall forest cover even in small spaces such as parkettes and setbacks.

Edge of building planted with native species.

Neighbourhood Design

Guidelines:

- At least 75% of plantings on site should be native, and whenever possible salvaged from the site.
- The site plan should be maximized for microclimatic conditions: ie., solar access, wind and snow effects, windbreaks and shade trees.
- Stormwater should be managed by minimizing hard surfaces, storing water in catchment systems, increasing vegetation to retain water, and integrating features like French drains and rock marshes to force water to seep into the ground.
- Landscaping around stormwater management ponds should maintain a riparian corridor that delivers ecological services, including habitat.
- Generally, runoff should be minimized and on-site infiltration maximized.
- Neighbourhood design should allow for the storage of snow piles away from drainage courses and storm drain inlets.
- Innovative sewage treatment technologies should be integrated into land use, e.g., constructed wetlands that filter pollutants on-site.
- Local composting facilities should be integrated in neighbourhood design.

Gravel walkway to reduce water runoff.

Site Sustainability 2

Large-Scale Developments

Guidelines:

- The creation of heat islands should be avoided by using landscaping, light coloured paving and roofing materials, and green roofs.
- Paved areas should be designed with porous materials - porous asphalt, porous pavers or grassed paving systems.
- Carpooling parking lots should be provided as part of large parking lots connected to transit systems, with convenient waiting areas.
- Convenient, sheltered and secure bicycle parking should be provided as part of every new development.
- Site design should incorporate strategies to minimize water consumption, e.g., native species, use of mulches and compost, alternatives to grass, rainwater collection systems.
- Eco-industrial ecosystems should be encouraged in nodes, i.e., exchanges of by-products among companies located in close proximity instead of disposal and sourcing of new materials.

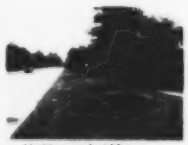
Rooftop gardens lower the local temperature, retain water and can provide amenity space.

Grassed parking spaces

Roadway and Streetscape Design

Guidelines:

- Roadways edges and easements should be designed for habitat corridors, taking into account topographical and environmental conditions.
- Renewable energy systems should be considered to power parking meters, light standards and bus shelters.
- Where possible, alternatives to the curb and gutter street section should be considered, e.g., bioswales and linear planted drainage channels that keep rainwater on site and allow it to seep into the ground after filtering pollutants.
- Building materials for urban infrastructure should be selected for their low environmental impact, following a lifecycle assessment.
- Recycled materials should be used in urban infrastructure development and outdoor furniture, e.g., recycled asphalt for light-use surfacing, demolition materials as fill, bike racks made of recovered steel, benches made of recycled plastic bottles, playground surfacing made of recovered rubber, etc.
- public and private utilities should be clustered and buried where possible to minimize their surface footprint.



Limiting road width to a minimum allows the remainder of the ROW to act as a buffer

Rainwater collection tank

Cultural Heritage

Built Heritage

Guidelines:

- The following sequential principles should guide treatment of significant identified heritage structures:
- Retention, restoration (or rehabilitation) of significant identified heritage structures in situ for an existing or compatible new use; if this is not feasible, then:
- Relocation to another site within the local area in similar context and setting. If retention or relocation is not feasible, then:
- Documentation of the structure and the sensitive re-use and incorporation of important features and material in a new development within the area.

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